The St. Joseph Valley Railroad System in Indiana and Ohio 1903 to 1918

The St. Joseph Valley Traction Company
Elkhart to LaGrange, Indiana
1903 to 1918

The St. Joseph Valley Railway Company
LaGrange, Indiana to Columbia, Ohio
1905 to 1918

By Craig J. Berndt

The St. Joseph Valley Railroad System in Indiana and Ohio 1903 to 1918

St. Joseph Valley Traction Company
1903 to 1918

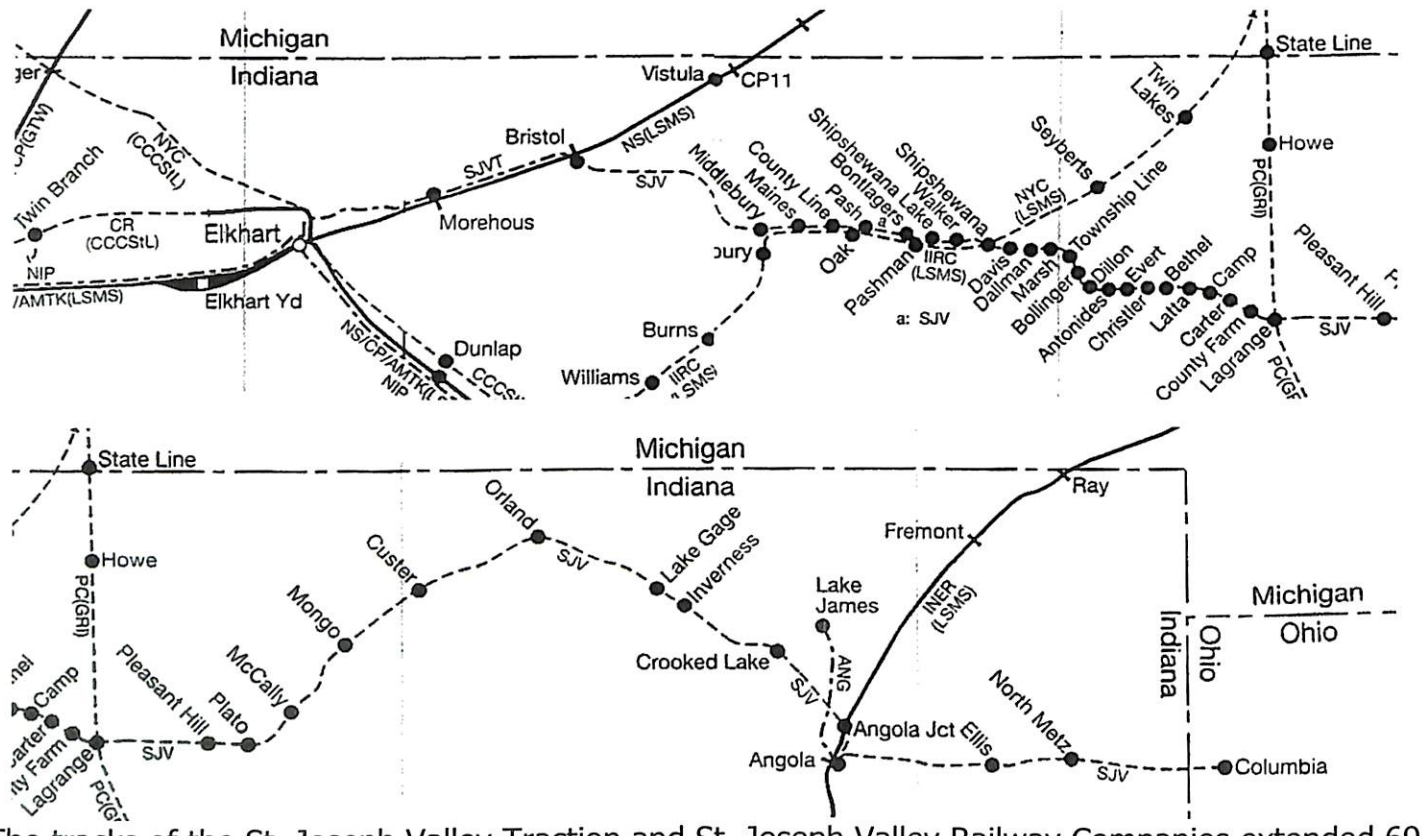
St. Joseph Valley Railway Company
1905 to 1918

Copyright 2022 by
Craig Jon Berndt
All Rights Reserved

First Printing
KPC Media, Kendallville, Indiana
July 2022

Email inquiries to cjberndt@yahoo.com

Cover Photo: St. Joseph Valley Railway motor coach 204 was powered by a gasoline engine that drove one axle on the rear (left) truck, and that axle was connected to the other axle by a chain. Terry Wisel Heintz collection.



The tracks of the St. Joseph Valley Traction and St. Joseph Valley Railway Companies extended 69 miles from Elkhart, Indiana to Columbia, Ohio. They connected end-to-end west of LaGrange. The first section of track was completed and opened in March 1905 and the last in July 1915. Operations began as track was completed and ended on the entire line in April 1918. Maps by Steam Powered Video, Upper Harbledown, Canterbury, Kent, U.K., 2004.

The St. Joseph Valley Railroad System in Indiana and Ohio 1903 to 1918

CONTENTS Page

HISTORIC SUMMARY 2

ST. JOSEPH VALLEY TRACTION CO.
- Overview 3
- Construction and Service Timeline 3
- Track Route, Elkhart to Bristol 3
- Track Route, Bristol to LaGrange 4
- Route Summary 4
- Operations, Elkhart to Bristol 4
- Operations, Bristol to LaGrange 4

ST. JOSEPH VALLEY RAILWAY CO.
- Overview 4
- Construction and Service Timeline 5
- Track Route, LaGrange to Columbia 5
- Route Summary, Indiana 6
- Route Summary, Ohio 6
- Operations, LaGrange to Columbia 6
- Proposed Easterly Extensions 6

CONNECTING AND CROSSING RAILROADS AND RAILCAR INTERCHANGE .. 7

STREET CAR OPERATIONS
- Overview 7
- Angola 7
- Bristol 8
- Elkhart 8
- LaGrange 8

DEPOTS AND MAJOR FACILITIES
- Overview 9

ELKHART COUNTY, INDIANA
- Elkhart 9
- Bristol 9
- Middlebury 9

LAGRANGE COUNTY, INDIANA
- Shipshewana 9
- LaGrange 9
- Mongo 10

STEUBEN COUNTY, INDIANA
- Orland 10
- Lake Gage 10
- Inverness 11
- Angola Junction 11
- Berlien 12

WILLIAMS COUNTY, OHIO
- Columbia 12

FATAL ACCIDENTS 12

EMPLOYEES 13

EQUIPMENT 13

PASSENGER AND FREIGHT SERVICES 13

FUNDING SOURCES 14

RECEIVERSHIP 14

CORPORATE DEBT ON JANUARY 1, 1918 14

SALE OF THE RAILROADS 14

TERMINATION OF SERVICE 15

ABANDONMENT 15

TRACK DEMOLITION 15

POST-ABANDONMENT RAIL OPERATIONS
- Foster Traction Co. 16
- LaGrange, Toledo & Eastern Railway Co. 16
- Mongo-Angola Right-of-Way 16

REMNANTS IN 2022

ELKHART COUNTY, INDIANA
- Bonneyville Mill 16
- Elkhart 16
- Middlebury 17

LAGRANGE COUNTY, INDIANA
- Lagrange (Town) 17
- LaGrange County (northeast) 17
- LaGrange County (northwest) 17
- Mongo 17
- Shipshewana Lake 17

STEUBEN COUNTY, INDIANA
- Angola 17
- Ellis 17
- Inverness 17
- Lime Lake 17
- North Metz 18
- Orland 18
- Steuben County (east) 18

ABBREVIATIONS AND BIBLIOGRAPHY 18

ENDNOTES 18

PHOTOS 22

HISTORIC SUMMARY

The two railroads discussed here were planned and promoted by Herbert Elijah Bucklen, a resident of Elkhart, Indiana, during his youth, and a resident of Chicago when the railroads were built. He was born in 1848 and by 1900 had amassed significant wealth, initially by manufacturing and selling patent medicines that allegedly cured a wide range of ailments, and more significantly thereafter by real estate transactions and development nationwide. Although Bucklen was not a physician, he adopted the title "Doctor." The railroads' nickname, "The Arnica Line," arose from Arnica Salve, the most famous of his patent medicines.

Bucklen initially envisioned an 80± mile long electric-powered railroad (an "interurban" in railroad parlance) connected to other electric railroads at Elkhart or South Bend, Indiana, and at Pioneer or Bryan, Ohio, thus completing a daisy chain of electric railroads from Chicago to Toledo. His plan was never realized, however, and as constructed, 69 miles of track extended east from an electric railroad connection in Elkhart to a dead end at Columbia in Williams County, Ohio, 12 miles short of the closest electric railroad in Ohio.

Capital stock and first mortgage bonds were issued in amounts insufficient for construction, and the railroads never had positive net income, so Bucklen subsidized construction and operation throughout their lives.

Two companies built the railroad. The St. Joseph Valley Traction Company ("SJVT") was incorporated in 1903 to build an electric-powered railroad from Elkhart to LaGrange in Elkhart and LaGrange Counties, Indiana. SJVT obtained franchises in Elkhart and Bristol for electric-powered trains and constructed 10 miles of track between them. The remaining 21½ miles of track from Bristol to LaGrange was not electrified. Operations began in phases from 1905 to 1911. SJVT also built .90-mile of non-electric street track in LaGrange in 1905.

Before construction began on SJVT, Bucklen decided that other types of power should be considered, but he wanted to connect with Elkhart's electric street and interurban systems and decided not to amend SJVT's charter. He incorporated the St. Joseph Valley Railway Company ("SJVR") in 1905 without a specific power requirement, proposing construction of 26 miles of track from LaGrange to Angola in LaGrange and Steuben Counties, Indiana. Pursuant to an informal agreement between SJVR and the Toledo & Western Railway ("T&W"), T&W agreed to extend its track from Pioneer, Ohio, to a connection with SJVR at Angola, and although T&W obtained Ohio and Indiana approvals, it never constructed the extension. SJVR eventually constructed 37½ miles of mainline track between LaGrange and Columbia in Williams County in northwest Ohio, one mile east of the Indiana-Ohio State Line. Operations began in phases from 1907 to 1915. SJVR also built ¾-mile of non-electric street track in Angola in 1907, and extended it an additional ¾-mile in 1909.

Bucklen decided to complete the 12 miles of track between Columbia and Pioneer and graded one mile of roadbed in 1915, but the work was suspended that winter and never resumed.

SJVT's and SJVR's (collectively "SVJ") mainline tracks connected end-to-end 400 feet west of the intersection of Steuben Street and Townline Road on the west side of LaGrange. The track was built to U.S. standard gauge with 56½ inches between railheads. Mainline rail weighed 70 pounds per yard, which was common on interurban and light freight railroads in that era.[1]

SJVT's and SJVR's corporate offices were in a building that Bucklen owned at the northeast corner of Jackson Boulevard and Main Street in Elkhart. Their operations office was at 204 North Detroit Street in LaGrange from 1905 to 1908, then at 512 North Detroit Street. SJVR operated both lines from and after 1909.

Electric-powered coaches provided service between Elkhart and Bristol and on the street track in Elkhart. Gasoline and battery-powered coaches[a] provided service on the mainline and the street tracks in LaGrange and Angola, and possibly on Elkhart's street track. Steam-powered passenger and freight trains operated on the mainline but not on the street tracks in Elkhart, Lagrange and Angola.

Herbert Bucklen's health declined significantly in summer-1916 and he confined himself to his Chicago home, where he passed away January 10, 1917. He was interred in a small cemetery near his wife's hometown in Michigan, six miles north of Elkhart.

Bucklen's will stipulated that SJV be operated by a trust for 10 years, but SJV was never profitable and the will had no provisions for subsidizing it. The trustees tried without success to find a railroad connection in Ohio, and made changes that reduced but did not eliminate deficits, and the railroads continued to accumulate debt in excess of the nearly $2.5 million they owed Bucklen's estate. A receiver was appointed in December 1917 and managed the railroads' affairs until both lines were sold for scrap in April 1918, only 13 years after the first section was opened.

The salvage company that purchased SJV's 69 miles of track took up all but 10 miles in 1918. It sold 1½ miles of street track in Elkhart to the city, which operated it until 1934. Another 8¼ miles of track between LaGrange and Mongo was sold to a company that operated it briefly in 1919 and possibly 1920.

A century after abandonment, significant remnants include an astounding six of eleven depots, three passenger shelters and several bridges and trestles.

---

[a] Electric, gasoline and battery-powered coaches are collectively referred to as "motor coaches."

ST. JOSEPH VALLEY TRACTION COMPANY
("SJVT")

Overview. SJVT and its corporate sibling, St. Joseph Valley Railway Company ("SJVR") are collectively referred to as "SJV."

SJVT was organized March 12 and incorporated March 28, 1903 to construct electric-powered "Street, Interurban and Suburban Street railways" in St. Joseph, Elkhart and LaGrange Counties, from the City of South Bend through the City of Elkhart to the Town of LaGrange in Indiana. Steuben County was inserted by a handwritten note, but without a destination.

Eight of SJVT's incorporators were from Elkhart, three from South Bend, two from Chicago and one from LaGrange. Herbert E. Bucklen, the person who proposed and promoted SJVT, was president of the board of directors. Authorized capital stock was 2,000 shares at $100 par per share. Bucklen was the holder of the largest number of shares throughout SJVT's history.[2]

As constructed, the track extended 31.56 miles east from Main Street in Elkhart to the west side of LaGrange.

On March 1, 1909, SJVT leased its Elkhart-Bristol track to SJVR for $1 per year, and added the Bristol-LaGrange track to the lease on January 1, 1912. The lease was renewed annually until 1913, when the term was extended to five years. SJVT owned the track, electric network and related improvements, the real estate and easements for the track, and the depots and other facilities, but not the corporate office, depot and car barn in Elkhart, which were owned by Bucklen. SJVR provided locomotives, motor coaches and rolling stock, and managed leases, finances, maintenance and operations.

From July 1, 1910 to June 30, 1912, SJVR sub-leased the electric track in Elkhart and from Elkhart to Bristol to the Chicago, South Bend & Northern Indiana Railway ("CSB&NI"), which provided equipment and operated it. From July 1, 1912 to July 22, 1917, CSB&NI operated the street track in Elkhart and SJVR operated the Elkhart-Bristol track. From and after July 23, 1917, CSB&NI once again operated the Elkhart-Bristol track.[3]

Funding, equipment, and passenger and freight services are discussed in other chapters.

Construction and Service Timeline. SJVT's track was constructed in six sections over a period of 6½ years, with track completion and/or service beginning on the following dates:

LaGrange to Shipshewana, 8.66 track miles: track completed March 10 and service began March 31, 1905;[4]

Shipshewana to Shipshewana Lake, 1.14 track miles: track completed and service began in May 1905;[5]

Shipshewana Lake to Middlebury, 5.68 track miles: service began September 15, 1905;[6]

Elkhart, Main Street to the east city limit,[b] 1½ track miles: track completed and service began the week of June 19, 1910;[7]

Elkhart east city limit to Bristol, 7.21 track miles: track completed July 6 and service began July 16, 1910;[8]

Bristol to Walls Siding east of Bristol, 1.26 track miles: track completed in 1910 or 1911;[9] and

Walls Siding east of Bristol to Middlebury, 6.10 track miles: track completed July 15 and service began August 1, 1911.[10]

Track Route, Elkhart to Bristol (using 2022 road names). SJVT's electric-powered track began at the intersection of Jackson Boulevard and Main Street in Elkhart, where it connected to the electric-powered track of the Chicago, South Bend & Northern Indiana Railway.

SJVT's track ran northeast 1½ miles in Jackson Boulevard to the east city limit at Simpson Avenue. It continued 1.35 miles easterly in or along the road to Miami Avenue, then turned southeasterly in a curve to the left on a causeway across a wetland and ran northeast along the north side of the Lake Shore & Michigan Southern Railway. At a point ¼-mile west of County Road 19, it turned northeast and ran along the south side of State Road 120 to Bristol. The track ran east through Bristol in Vistula Street to Pearl Street, then turned southeast through the intersection of Elkhart and Chaptoula Streets. It ran east along the south side of Elkhart Street/County Road 8 across the Lake Shore & Michigan Southern Railway and ended at a side track named Walls Siding near County Road 27.

Walls Siding was reportedly where SJV's electric and non-electric trains exchanged freight cars. It was one mile east of Bristol depot,[11] which placed it at the east line of the Walls family's real estate, now 17272 County Road 8. The date when it was built is unknown. It was not listed in the 1910 and 1915 timetables. In November 1914, SJV installed poles to electrify the track between Bristol and Walls Siding, so it was presumably energized in 1915. The July 22, 1917 operating agreement with the Chicago, South Bend & Northern Indiana Railway, discussed in the *Overview* section above, listed the east end of the electrified track at Walls Siding.[12]

Walls Siding's length and end points are also unknown, but it would have had turnouts at both ends so that locomotives could run around their trains. We assume for convenience that the east end of the siding,

---

[b] Elkhart's east city limit on Jackson Boulevard in 1910 was at today's Simpson Street.

and the point where SJVT's electric and non-electric tracks connected end-to-end, was at the intersection of County Roads 8 and 27. With that assumption, the length of the electric mainline track from Elkhart to the east end of Walls Siding was 9.97 miles.[13]

SJVT's track was in the middle of public streets in Elkhart and Bristol, and in private rights-of-way adjoining public roads in rural areas.

In 1910, SJVT built a Y-track in Bristol, extending south from Vistula Street on the west side of the depot for motor coach turn-around and freight exchange.[14]

Track Route, Bristol to LaGrange (using 2022 road names). As discussed in the preceding section, SJVT's non-electric track is assumed to have connected to its electric track southeast of Bristol at the intersection of County Roads 8 and 27. From that point the track ran northeast .55-mile, then southeast 1.75 miles through Bonneyville Mill County Park to County Road 8. It ran .65-mile east along the north side of County Road 8, then crossed to the south side of the road and ran 2.65 miles southeasterly to a point near Highland Park Drive at Middlebury, where the track crossed to the east side of County Road 8/Bristol Avenue. It ran southeast along the east side of Bristol Avenue, crossed the Lake Shore & Michigan Southern Railway ("LS&MS") and Pleasant Street, and turned east along the north side of SJVT's depot between Brown and Main Streets.

From SJVT's depot, the track ran east to State Street extended, then northeasterly across the Little Elkhart River to the south side of the LS&MS, about ¼-mile east of State Road 13.[15] It continued easterly parallel to the south side of the LS&MS across the Elkhart-LaGrange County line to Shipshewana.

At Shipshewana, the track ran east in private right-of-way along the south side of the LS&MS to Van Buren Street, then turned southeast and continued east along the north side of Main Street. The track turned southeast to Mill Street through four small lots that SJVT had acquired in the southwest corner of Main and Talmadge Streets. It continued east in Mill Street to a point about 215 feet east of Union Street extended, then turned 45 degrees southeast to the north side of County Road 250N, 700 feet west of County Road 735W.

The track ran 1.45 miles east along the north side of County Road 250N extended, then turned southeast 50 feet through an S-curve and continued east 1.55 miles to a point 915 feet east of County Road 450W. It turned southeast through a .80-mile long S-curve to the north side of County Road 200N, 800 feet east of County Road 400W. It ran east on the north side of County Road 200N to County Road 300W, then turned 25 degrees southeast for one mile to the north side of County Road 150N, 325 feet east of County Road 215W.

The track ran east 500 feet along the north side of County Road 150N, then turned 45 degrees southeast and ran 1.45 miles to the northwest corner of County Roads 050N and 100W. The track ran east one mile on the north side of County Road 050N to a point 400 feet west of Townline Road on the west side of LaGrange, where SJVT's mainline track ended at an end-to-end connection with SJVR's mainline.[16]

The street track in LaGrange is discussed in the chapter titled *Street Car Operations*.

Route Summary. The author measured 31.56 miles of mainline track from downtown Elkhart to the west side of LaGrange.[17] SJVT's annual report for 1917, the last full year of operation, listed 31.61 miles of mainline track, which was ½-mile less than had been reported after track construction was completed in 1911. It may have accounted for removal of the street track in LaGrange. The 1917 report also listed .48-mile of yard and side track, which was the same as in all previous reports.[18]

Operations, Elkhart to Bristol. Service on the 9.97 miles of mainline track from downtown Elkhart to Walls Siding east of Bristol was primarily by electric-powered coaches. Service from the east to Bristol was by gasoline and battery-powered coaches, which may have operated into Elkhart when required. Steam locomotives occasionally operated on the mainline track through Bristol to Elkhart's east city limit, but not on the street track in Elkhart.[19]

As was common in the industry, 600 volt direct current was delivered to the electric-powered cars by an overhead trolley wire suspended above the middle of the track. The current was transferred from the wire to the cars through trolley poles on their roofs and returned to the power house through the track. When electric operations began in 1910, power was purchased from three-year-old Indiana & Michigan Electric Company.

SJVT listed expenses for an electric substation to convert alternating current to direct current for the cars. Its location is unknown, but a substation was needed for every 10 miles of track, so it was probably in the car barn in Elkhart. Another substation would have been located in or near Bristol for the next 10 miles, but no additional electric track was ever built.[20]

Operations, Bristol to LaGrange. Service was provided by steam-powered locomotives pulling passenger and freight trains, and by gasoline and battery-powered passenger motor coaches.

ST. JOSEPH VALLEY RAILWAY COMPANY
("SJVR")

Overview. SJVR and its corporate sibling, St. Joseph Valley Traction Company ("SJVT") are collectively referred to as "SJV."

SJVR was organized July 23 and incorporated August 1, 1905, proposing construction of a railroad in LaGrange and Steuben Counties, extending easterly from the Town of LaGrange to the Town of Angola, Indiana. The type of power to be used (steam, electric or other) was not specified.

The incorporators included 11 people from Elkhart, three from Chicago and one from LaGrange. Herbert E. Bucklen, the person who proposed and promoted SJVR, was president of the board of directors. Authorized capital stock was 4,000 shares at $100 par per share. Frank L. Tyrell, a real estate broker in Chicago and one of SJVR's incorporators, held the largest number of shares throughout SJVR's history.[21]

As built, the mainline track extended 37.55 miles from the west side of LaGrange to Columbia, Ohio, .90-mile east of the Indiana-Ohio State line. SJVR acquired most of the real estate and easements between LaGrange and Angola for depot grounds and track. The exceptions were the depot grounds at LaGrange and Angola Junction, which were partially owned by SJVR and its president Bucklen.

For reasons unknown, Bucklen, not SJVR, acquired the real estate for the railroad in the 10 miles between Williams Street in Angola and the Indiana-Ohio State line. SJVR acquired the railroad's real estate in Ohio. Bucklen also owned several tracts of real estate adjoining his and SJVR's real estate in Indiana and Ohio, some of which he developed.

In order to construct track in Ohio, SJVR was required by state law to incorporate or declare itself a foreign company in the state, but no records were found about a filing for either designation.[22] SJVR may have used the Toledo & Western Railway's state authorization to build in Ohio.

Funding, equipment, street car operations, and passenger and freight services are discussed in other chapters.

Construction and Service Timeline. SJVR's track was constructed in seven sections over a period of 8¼ years, with track completion and/or service beginning on the following dates:

LaGrange to Mongo, 8.56 track miles: track completed December 27, 1906 and service began February 23, 1907;[23]

Mongo to Orland, 6.59 track miles: track completed and service began May 4, 1907;[24]

Orland to Lake Gage, 3.83 track miles: track completed and service began in mid-June 1907;[25]

Lake Gage to Angola Junction, 7.17 track miles: track completed August 20 and service began September 6, 1907;[26]

Angola Junction to Berlien, 6.45 track miles: first freight shipped January 1913; steam passenger service began the week of October 6, 1913 and motor coach service began in late-July 1914;[27]

Berlien to North Metz, 2.02 track miles: track completed in August 1914;[28] and

North Metz to Columbia, Ohio, 2.93 track miles: track completed to the depot and service began the week of May 24, and remaining track completed in July 1915.[29]

Track Route, LaGrange to Columbia (using 2022 road names). The connection between SJVR's and SJVT's mainlines was west of LaGrange on the north side of County Road 050N, 400 feet west of Townline Road. From that point, SJVR's track ran northeasterly and crossed Townline Road 160 feet north of County Road 050N, crossed Sherman Street 310 feet south of North Street, crossed North Street 650 feet east of Townline Road, crossed State Road 9, 975 feet northwest of the intersection of State Road 9 and Old State Road 9, then crossed over the Grand Rapids & Indiana Railroad on a bridge on the north side of Old State Road 9, 400 feet northeast of Industrial Parkway.

The track continued northeast on the north side of Old State Road 9 to a point 275 feet northeast of County Road 125N, where it turned easterly to a point on the south side of County Road 150N, 675 feet east of Old State Road 9. It continued east on the south side of County Road 150N to County Road 325E, turned northeasterly through an S-curve to a point ¼-mile east and ¼-mile north of the intersection of County Roads 150N and 325E, then northeast 4.20 miles to and along the north side of County Road 280N south of Mongo.

From the intersection of County Road 280N and State Road 3, the track ran northeast 1,125 feet across the Pigeon River, then east to a point .40-mile west of County Road 900E. The track turned northeasterly and crossed County Roads 375N and 1100E, .55-mile west and ¼-mile north of the road intersection. At County Road 1100E the track turned slightly more northeast for 2.90 miles, crossed County Road 1100W (the LaGrange-Steuben County line) ½-mile south of State Road 120, and continued to the south side of Maple Street in Orland. The track ran east across Bronson Street/State Road 327 and continued east parallel to and 100 feet south of Railroad Street.

East of Orland, 425 feet east of County Road 900W, the track turned southeast 1.15 miles to a point 100 feet north of the intersection of West Bachelor Road and County Road 800W. The track turned east for ¼-mile parallel to the north side of Bachelor Road, crossed the road and continued east .35-mile on the south side, then

turned southeast and ran on a causeway through the southwest side of Rhodes Lake to County Road 675W, 180 feet north of Orland Road at Lime Lake. It continued 45° southeasterly ½-mile to a point south of Lake Farm Road north of Lake Gage, then southeasterly .21-mile through an S-curve, right then left, to Lake Gage Lane 250C, 420 feet northwest of Lane 250A. The track ran 600 feet in Lanes 250C and B, then southeast across County Road 400N, 100 feet east of Orland Road at Inverness.

From Inverness, the track ran southeast along the northeast side of Orland Road to County Road 400W, turned slightly east, crossed Orland Road and ran straight southeast 1½ miles to a point 500 feet west of the north leg of Orland Road at Crooked Lake. It turned slightly northeast for 250 feet, then turned southeasterly through a curve to the right for 1,200 feet, crossing the north leg of Orland Road 190 feet north of Sycamore Beach Road, and the east leg of Orland Road 200 feet east of Crooked Lake Lane 375. The track then ran straight southeast and crossed County Road 200W and County Road 200N, 520 feet north and 335 feet east of the road intersection.

The track continued southeast .55-mile, deflected slightly to the left and ran straight, crossing the track of the Angola-Lake James trolley car line .35-mile north of County Road 100N and 20 feet west of County Road 150W in Northwood Estates subdivision northwest of Angola. It continued southeast across County Roads 150W and 140W, and crossed County Road 100N, 1,250 feet east of County Road 140W. Continuing southeasterly, the track crossed Wohlert Street and Industrial Drive, 700 feet north and 525 feet east of the road intersection. The track turned east and crossed under North Wayne Street and the Fort Wayne & Jackson Railroad 425 feet south of Industrial Drive, then crossed Williams Street 290 feet north of Oak Street in the driveway to the residence at 1008 North Williams Street. About 750 feet east of Williams Street the track curved southeasterly through the intersection of Mechanic Street, Northwood Drive and Shawnee Drive.

Continuing southeasterly, the track crossed County Roads 100E and 200E, .47-mile and .35-mile north of U.S. Highway 20. About .30-mile southeast of County Road 200E, the track turned east and crossed County Roads 350E and 400E, ¼-mile north of U.S. Highway 20 and 30-50 feet south of County Road 050S. It continued straight east parallel to County Road 050S, and crossed County Roads 460E, 600E at Berlien, and 700E. At a point .33-mile east of County Road 700E the track turned northeast .36-mile then southeast .30-mile to Old State Road 1 at North Metz, 500 feet south of County Road 040S. The track continued southeast .59-mile, northeast .58-mile, and east .14-mile across County Road 935E, 650 feet south of County Road 040S. It continued east .36-mile to the Indiana-Ohio State line, east another .30-mile in Ohio, then southeasterly .51-mile to the depot in Columbia, 90 feet west of County Road 1.50/Main Street and 535 feet northwest of College Street. The track continued easterly in a broad curve to the left to the end of the line .40-mile east of County Road 1.50.

At the end of the mainline track, SJVR installed a Y-track to turn locomotives and motor coaches around for return trips west. The stem of the Y pointed north, and the east arm pointed northeasterly, probably anticipating a future connection to the Toledo & Western Railway, 12 miles east at Pioneer.[30]

The street track in Angola is discussed in the chapter titled *Street Car Operations*.

Route Summary, Indiana. The author measured 36.30 miles of mainline track from the west side of LaGrange to the Indiana-Ohio State line.[31] SJVR's annual report for 1917, the last full year of operation, reported 36.75 miles of mainline track. The additional .45-mile was not enough for the 1¼ miles of street track in Angola, which was not accounted for elsewhere. The 1917 report also listed 2.13 miles of yard and side track in Indiana, which was ½-mile more than reported in 1915, without explanation.[32]

Route Summary, Ohio. The author measured 1¼ miles of mainline track in Ohio.[33] SJVR's 1915 annual report agreed, but the 1916 and 1917 annual reports listed .80-mile without explanation. The 1915 report also listed ½-mile of new side track, and a 1915 photo of the depot showed two side tracks, but the 1916 and 1917 reports listed no side track in Ohio.[34]

Operations, LaGrange to Columbia. Service was provided by steam-powered locomotives pulling passenger and freight trains, and by gasoline-powered and battery-powered passenger motor coaches.

Proposed Easterly Extensions. In and after 1905, newspapers reported that SJVR had attempted to conclude agreements with railroads in Ohio for access to Toledo, but none were successful. Most discussions were about a connection to the Toledo & Western Railway ("T&W"), which owned an electric-powered railroad between Toledo and Pioneer, Ohio, 12 miles east of SJV's track at Columbia. In August 1905, SJVR reported a "strongly implied understanding" that the two lines would connect at Angola, and T&W confirmed later that it would extend its track to Angola in 1906.

T&W amended its charter, issued additional stock for the extension into Indiana and announced that it had a depot in Angola. However, it filed for bankruptcy and emerged under new ownership in 1906 and again in 1913,[35] and never acquired land or extended its track west of Pioneer.

Frustrated by T&W's lack of action, in July 1909,

SJVR's board of directors approved two potential track extensions east from Angola: one to the Indiana-Ohio State line in the middle of York Township, probably for a line to Pioneer; and the other to a point on the state line east of Metz "such that if extended easterly it would reach Montpelier." Neither was built, and the track to Ohio as finally constructed intersected the state line midway between the proposed extensions.[36]

The absence of T&W's participation made Angola the east terminus of SJVR's track for six years, from 1907 to 1913, when Bucklen and SJVR began acquiring right-of-way from Angola to Columbia. SJVR extended the track from Angola to Berlien in 1913 and from Berlien to Columbia in 1915.

SJVR requested State of Ohio approval to extend the mainline east to Pioneer in June 1915, but nothing was found about Ohio's decision. In October 1915, SJVR acquired one mile of right-of-way northeast of Columbia to a point 495 feet east of County Road 3 and 710 feet south of County Road O.50. About .80-mile of this roadbed was graded, but the work was suspended in December 1915 and never resumed.[37] No records were found about SJVR or another railroad having acquired right-of-way north, south or east of Columbia, except SJVR's right-of-way described above.

CONNECTING AND CROSSING RAILROADS AND RAILCAR INTERCHANGE

SJVT's and the Chicago, South Bend & Northern Indiana Railway's ("CSB&NI") electric tracks connected end-to-end in Elkhart. CSB&NI operated SJVT's electric track and managed its passenger and parcel freight service. It is unlikely they exchanged freight cars on the busy city streets.

SJVR had interchange tracks and exchanged freight and passenger cars with the Grand Rapids & Indiana Railroad at LaGrange, and with the Ft. Wayne & Jackson Railroad at Angola.[38]

SJV crossed several other railroads, including the Elkhart & Western and the Cleveland, Cincinnati, Chicago & St. Louis at Elkhart, the Lake Shore & Michigan Southern ("LS&MS") at Bristol and Middlebury, and the Angola-Lake James trolley car line northwest of Angola. SJV's track was also near LS&MS at Shipshewana and several rural locations. Rail cars were not exchanged at any of these locations.

STREET CAR OPERATIONS

Overview. SJVT and SJVR constructed track in public streets in Elkhart, Bristol, LaGrange and Angola for street car operation. Electric-powered cars provided service in Elkhart and Bristol. Gasoline-powered cars provided service in LaGrange and Angola, and in Elkhart and Bristol when required. Steam-powered trains did not operate on the street track, except in Bristol.

The following descriptions use 2022 road names.

Angola. Angola was a town when negotiations with SJVR began in 1905, and converted to a city May 29, 1906. SJVR's franchise to operate in the town was approved by the town board January 29, 1906. It permitted track in Maumee Street, in Wayne Street north of the public square, and in parts of Mill, Superior, Washington and Williams Streets.[39]

SJVR constructed the first phase of its street track in 1907. The north end connected to the mainline track at the depot at Angola Junction, northwest of the intersection of North Wayne and Oak Streets, west of the Fort Wayne & Jackson Railroad ("FW&J"). SJVR's track ran southeasterly from the depot across FW&J, then south along the west side of Wayne Street to Mechanic Street, and south in the middle of Wayne Street to the east side of the public square. The total length was .80-mile.[40]

No motor coaches were available when the track was completed, so a steam locomotive tried to push a coach downtown but it could not negotiate the turn at the FW&J crossing in Wayne Street.[41]

Scheduled service on Angola's street track began December 18, 1907, when SJVR's new 15-passenger motor coach ran from the depot to the public square.[42]

In May 1909, SJVR completed construction of underpasses of Wayne Street and the FW&J at Angola Junction,[c] and additional street track in Mechanic and Williams Streets. When the underpasses were opened, street cars ran north from the north depot, east on the mainline, south along Williams Street, west in Mechanic Street, and south in Wayne Street to the public square. This increased the one-way trip length 75% to 1.39 miles, but it eliminated SJVR's at-grade crossing of FW&J's tracks in Wayne Street. SJVR also moved the Wayne Street track south of FW&J to the middle of the street. When stormwater flooded the underpasses, street cars ran to the north end of the Wayne Street track and passengers walked to SJVR's depot.[43]

In August 1909, the downtown street track was extended one block east of the public square in Maumee Street, then north on Martha Street and west on Gilmore Street to the Wayne Street track.[44] The loop increased the total one-way trip length to 1.56 miles, but motor coaches no longer had to run in reverse from the public square to the mainline at Angola Junction.

Poles were installed in 1907 and 1908 for conversion to electric-powered cars, but they were never energized. Angola's city council ordered SJVR to remove the poles

[c] See the section about Angola Junction in the chapter *Depots and Significant Facilities*.

from the town square in late-1911, but some may have remained until December 1913. The city council ordered the poles removed from Wayne Street in February 1914.[45]

In January 1909, SJV's president Bucklen completed construction of a 20 x 55 foot two-story brick office and depot on real estate he owned at the northwest corner of Maumee and Martha Streets. In November 1910, he constructed a 33 x 40 foot addition on the north side of the depot for storage and maintenance of one motor coach. The door faced Martha Street.[46] A fire in September 1914 nearly destroyed the car barn, but it was rebuilt and expanded to 50 x 73 feet in 1915. One or more side tracks ran west from Martha Street along the north side of the depot/car barn for loading and unloading freight and possibly passengers under a shed roof. In 1915, Bucklen constructed a large two-story addition on the west side of the 1909 building to lease to other businesses.[47]

In late-1913, after SJVR's mainline was extended east from Angola to Berlien, a Y-track was constructed northeasterly from the intersection of Mechanic and Williams Streets, with the arms connected to the mainline track east and west of Williams Street. This permitted motor coaches to depart downtown Angola and run east or west on the mainline. In 1914, the turning radii in the street track were increased to permit operation by larger cars.[48]

In late-1915, SJVR considered relocating the Wayne Street track to Martha Street to avoid paying part of the cost of paving Wayne Street from Gilmore Street to FW&J's track. The track was not relocated, but SJVR protested the assessment by making its improvements in Wayne Street during the heart of 1916's 4th of July holiday, which hindered automobile operation.[49]

Bristol. Bristol was an incorporated town when SJVT's track was extended east from Elkhart in 1910.

In November 1909, the town board granted SJVT a franchise to operate through the town on Vistula, Elkhart and Pearl Streets. Bristol's west corporate limit was between Elm and Illinois Streets, and its east limit was Pearl Street. SJVT laid about .35-mile of track in the middle of Vistula Street between the town limits.

The Vistula Street track was also SJVT's mainline track, and steam trains reportedly operated on it occasionally to deliver freight to customers in Bristol and to maintain the track west of the town, but did not operate on Elkhart's Jackson Boulevard street track.[50]

Elkhart. In January 1906, SJVT requested approval of a franchise to construct electric street track through part of Elkhart and east in Jackson Boulevard to the city limit. Nearly three years later, on November 5, 1908, the city council approved the Jackson Boulevard track east of Main Street, but nothing else that SJVT had requested.[51]

In September 1907, SJVT and the Chicago, South Bend & Northern Indiana Railway ("CSB&NI") approved a reciprocal track-use agreement for access to their respective facilities.

In June 1910, SJVT completed 1½ miles of track in Jackson Boulevard, from a connection with CSB&NI's track at Main Street to the east city limit at Simpson Avenue.[52]

LaGrange. LaGrange was the division point between SJVT's and SJVR's tracks, on the north side of County Road 050S, 400 feet west of Townline Road.

SJVT's franchise to operate in the town was approved by the town board on August 3, 1903. It provided for electric-powered trains entering the town from the west and running in Mountain, Wayne, Detroit and Factory Streets. The streets west of Mountain Street were not in the town at that time, and their use for street car operations was approved by the Lagrange County Board of Commissioners.[53]

The franchise was amended, and when the street track was completed on May 5, 1905, it began at the mainline track west of Townline Road, ran east in Steuben Street to a point 100 feet east of Townline, turned southeast on a curve to the left to the intersection of Factory and Mountain Streets, then ran a loop on Mountain, Lafayette, Detroit and Factory Streets. Total one-way track length was .90-mile, of which .65-mile was in the town.[54]

After SJVR opened its mainline southwest-to-northeast along the north side of LaGrange in December 1906, it constructed a side track running south in Detroit Street to a point north of Factory Street to serve the downtown area. It did not connect to the street track loop described above. Passengers walked 250 feet to the downtown Detroit Street depot.[55]

In July 1907, SJVT and the town board amended the franchise, removing the requirement for the street track. It was opposed by LaGrange's south-side businesses, but SJV had not operated motor coaches on the downtown track for several months due to equipment problems and the parties agreed that it had not been as beneficial as originally expected. The town board wanted the track removed to pave Detroit Street, and in July 1907, SJV removed the entire loop, but not the track extending north in Detroit Street from Factory Street.[56]

After the new depot was built at North and Detroit Streets in 1908, the track in Detroit Street between the depot and Factory Street remained in place for motor coach service to the downtown area. The date when it was retired was not found.[57]

SJV Railway Post Office cancellation, 1909.

DEPOTS AND MAJOR FACILITIES

Overview. Structures that were on and near SJV's real estate are listed below by county and community from west to east.

Scheduled stops were those where a train would stop if required by the timetable. Flag stops were those where people waved their arms to "flag down" a train to board it, or passengers on a train asked the conductor to stop the train so they could deboard.

The established communities and some rural stops had "combination" depots that had passenger and parcel freight facilities in one structure. The exception was Orland, which had a combination depot for 4-5 years, then built a separate freight depot. Less populated and seasonal stops had shelters rather than depots, which were typically 10 x 12 feet or smaller. Agents managed passenger and freight services in depots but not shelters.

SJV's passenger timetables referred to below are dated June 12, 1910, August 3, 1912, September 5, 1915 and August 1, 1917 (the final timetable). References to the Indiana Auditor's annual reports are for the fiscal years ending September 30 in 1909, 1912 and 1916.[58]

Building dimensions are approximate except where noted.

ELKHART COUNTY, INDIANA

Elkhart. This incorporated city had 19,282 residents in 1910.

A three-story brick building at the northeast corner of Jackson Boulevard and Main Street housed SJVT's corporate office and passenger station. It was north across Jackson Boulevard from the Hotel Bucklen, which was built by and named for SJV's president. In 1912, Bucklen constructed a six-car 80 x 235 foot brick car barn east of the station and the Elkhart River, 100 feet north of today's intersection of Jackson Boulevard and Nibco Parkway. Bucklen owned all SJVT buildings in Elkhart.[59]

SJVT's parcel freight was exchanged at the Chicago, South Bend & Northern Indiana Railway's ("CSB&NI") depot at Marion and 2nd Streets. SJVT also exchanged passengers and parcel freight with the Cleveland, Cincinnati, Chicago & St. Louis Railway (the "Big-Four") at the Big-Four's depot, 250 feet southeast of SJV's depot. They did not exchange freight cars.

Elkhart was a scheduled passenger stop until the end of operations in 1918.

Bristol. This incorporated town had 535 residents in 1910. It granted SJVT a franchise to operate through the town in 1909.[60] In 1911, SJVT built a 23 x 80 foot wood-framed combination depot in the southwest corner of Vistula and Charles Streets.[61] A Y-track extended south from the mainline along the west side of the depot for delivery of freight to the south end of the depot, and to turn passenger coaches around for return trips to Elkhart and points east of Bristol.[62]

SJVT's and the Lake Shore & Michigan Southern Railway's ("LS&MS") depots were five blocks apart, but SJV's timetables did not list passenger and parcel freight exchange with LS&MS at Bristol.[63]

Bristol was a scheduled passenger stop until the end of operations in 1918.

Middlebury. This incorporated town had fewer than 600 residents in 1910. In 1903, it granted SJVT a franchise to operate in the town.

It is unknown how passengers were accommodated prior to 1910, when SJVT acquired real estate south of the mainline track and Pleasant Street, between Brown and Main Streets, and built a 25 x 80 foot brick and stucco combination depot with a tile roof.[64]

SJVT and the Lake Shore & Michigan Southern Railway exchanged passengers and parcel freight but did not exchange freight cars.

Middlebury was a scheduled passenger stop until the end of operations in 1918.

LAGRANGE COUNTY, INDIANA

Shipshewana. This village had fewer than 250 residents in 1910. It was incorporated as a town in 1917.[65]

SJVT had a small wood-framed passenger shelter south of the track at the intersection of Main and Morton Streets. An undocumented source reported that SJVT had a ticket office in Shipshewana Bank until 1916 and in Hotel Davis thereafter. Local citizens filed a petition for a depot with Indiana's public service commission in 1916, and the commission ordered SJVT to build one, but it was reportedly never built.[66]

A side track on the south side of the mainline track ran west to a 150 x 120 foot tract of real estate owned by SJVT in the southwest corner of Main and Harrison Streets, but nothing was found about a business served there.[67]

SJVT's and the Lake Shore & Michigan Southern Railway's tracks were very close and they exchanged passengers and parcel freight, but not freight cars.

Shipshewana was a scheduled passenger stop until the end of operations in 1918.

LaGrange. This incorporated town had 1,772 residents in 1910.

SJVT's and SJVR's construction and operations offices were in a leased one-story wood-framed former house on the east side of Detroit Street, 110 feet north of Michigan Street. Passengers boarded trains near the intersection of Steuben Street and Townline Road from

March to May 1905, when LaGrange's street track was completed and the passenger depot was opened in the Detroit Street office building.[68]

On June 29, 1908, a new 24 x 72 foot wood-framed combination depot and operations office was opened on the east side of Detroit Street at the east end of North Street. The north half of the building was on real estate acquired by SJVR in 1906, and the south half on real estate acquired by SJV's president Bucklen in 1907. The depot was nearly destroyed by fire in July 1916 and was rebuilt on a larger footprint.[69]

LaGrange was a scheduled passenger stop until the end of operations in 1918.

In 1906, SJVR acquired right-of-way and 8.0 acres of real estate northeast and east of Detroit and North Streets. In September 1907, SJVR and the Grand Rapids & Indiana Railroad ("GR&I") signed a freight car interchange agreement, and sometime later SJVR constructed a ¼-mile long interchange track from its mainline to the GR&I. It had a Y-connection to SJVR's mainline northeast of Detroit Street, 500 feet west of Old State Road 9, then curved southeasterly across Old State Road 9 and Nursery Street, 190 feet north and 170 feet east of the road intersection, and ran south to a connection with the GR&I 200 feet north of Lake Street and 300 feet east of Detroit Street.[70]

In early-1908, a freight car storage track was extended southwesterly from the interchange track south of Nursery Street to the east side of the future depot.[71] Another side track was extended three blocks south in Detroit Street almost to Factory Street for passenger service to the downtown area. Although it was unpopular with local residents, SJVR operated steam-powered trains on this Detroit Street track until the new depot was completed in June 1908, after which only motor coaches operated on it.[72]

SJVR and its president Bucklen acquired several parcels of real estate along the west side of the GR&I near the northeast corner of the downtown district. In November 1909, the town board approved a side track from SJVR's track near the depot to GR&I's stock yard south of Lake Street, but it is unknown if it was built.

SJVR also acquired seven acres on the west side of town, south of North Street between Townline Road and Sherman Street. Bucklen proposed but did not build a flour mill, stock yard and coal yard on this land.[73]

SJVT acquired a .80-acre tract north of Steuben Street between Townline Road and Sherman Street for an equipment maintenance shop serving both railroads. The two-stall building was 20 x 130 feet, oriented east-west with two side tracks entering the west end. A small blacksmith shop and steam power house adjoined the north wall at the east end of the building. It was in operation when the Shipshewana-LaGrange track was opened in March 1905, and was lengthened to 200 feet in late-1906 to accommodate four motor coaches.[74]

When service from Shipshewana to LaGrange began in April 1905, SJVT installed a gasoline tank at the northwest corner of Steuben Street and Townline Road to refuel motor coaches. Sometime between 1906 and 1908, the tank was relocated to the repair shop property at the northeast corner of the intersection.[75]

The shops were saved from destruction on January 8, 1907 by employee Adrian Reed, who ran a burning car out of the building. That was a prelude to worse events, however, as a fire on November 11, 1911 destroyed the building together with one steam locomotive and five gasoline motor coaches: 151, 152, 172, 174 and either 130 or 150. A new shop building with three side tracks, built in the same location in January 1912, was damaged by fire in 1918 after SJV abandoned operations.[76]

Mongo. This village had fewer than 175 residents in 1910. In late-June 1907, SJVR built an 18 x 30 foot wood-framed combination depot south of the village, west of State Road 3 and north of the mainline track and County Road 280N. A stockyard and Mongo Roller Mills' grain elevator and flour mill were served by a side track west of the depot. An elevated tank for locomotive boiler water was west of the mill and stockyard.[77]

Mongo was a scheduled passenger stop until the end of operations in 1918.

STEUBEN COUNTY, INDIANA

Orland. This village had fewer than 300 residents in 1910. It was incorporated as a town in 1916.

Orland was the only place on SJV with separate depots. SJVR acquired real estate for them and a rail yard south of the town in September 1905. In summer-1907 it constructed a 22 x 40 foot wood-framed passenger depot on the north side of the track in the southeast corner of Bronson and Railroad Streets. Between October 1911 and September 1912, it built a wood-framed freight depot south of the track, a few feet east of the passenger depot.

Businesses east of the depots included building materials and cold-storage companies north of the track, and a grain mill/dry commodities company, a coal and ice company, a carpentry shop and a stockyard south of the track. They were served by three side tracks.[78]

Orland was a scheduled passenger stop until the end of operations in 1918.

Lake Gage. In 1906, SJVR acquired Lot 33 in the Village of Panama on the northeast side of Lake Gage for a depot, and in 1908 it built a 10 x 12 foot wood-framed passenger shelter in the south corner of the intersection of Lanes 250A and B, 450 feet northeast of Orland Road. About 600 feet of today's Lake Gage Lanes 250B and C are located on the former track right-of-way.

Lake Gage was a flag stop until 1915 and a

scheduled stop from 1915 to 1917, but was not listed in the August 1917 timetable.[79]

Shady Nook, a regionally famous health resort on the northwest shore of the lake, was reportedly purchased by SJV for $10,000 in February 1906, but the sale, whether to SJV or its president Bucklen, could not be confirmed by official documents. Bucklen stayed at the resort when he visited the area, and it is possible that he had a long-term lease on it or constructed the new hotel that was opened there in June 1907.[80]

Sometime prior to mid-1917, one or more residents of Elkhart entered into a purchase agreement with a local property owner and made a $7,500 down payment for two lots in the Village of Panama and 93 acres of land adjoining the northeast corner of Lake Gage. The land extended from the shore of Lake Gage to the north side of Chambers Lake (now Lake Syl-Van). Gravel and possibly marl and/or clay were excavated and shipped on SJV. The owners organized the U.S. Gravel Company on June 11 and incorporated it on June 16, 1917, authorizing 3,500 shares of common and 4,000 shares of preferred stock, all at $10 par per share. They issued 2,400 shares of common stock to themselves as compensation for equipment they had already purchased and installed. It is unknown whether additional shares were issued.

SJV or U.S. Gravel purchased 25 side-dump railcars, each 24 feet long with "U.S. Gravel Co., Lake Gage, Indiana" painted on the sides. The company excavated marl from Lake Syl-Van and gravel from 10½ acres south of the lake, and reportedly shipped 10± carloads daily on SJV. Although gravel was reportedly shipped to Elkhart, it could not have been entirely by rail because steam locomotives could not operate on Elkhart's street track. Perhaps SJV constructed a side track east of Elkhart to unload gravel into wagons or trucks. A side track to the tipple would also have been required to load cars at Lake Gage, but nothing was found in SJV's annual reports about side tracks or other special provisions for U.S. Gravel.

Water for the gravel washer was pumped from Lake Gage, and the sand-laden water was reportedly discharged into Chambers Lake. The operation was not popular with local residents. The company proposed a solution, but no work had been started when SJV stopped operating in April 1918, thus terminating U.S. Gravel's operation. The purchase option on the real estate was never executed.[81]

Inverness. This hamlet is at the intersection of County Road 400N and Orland Road, .60-mile east of the east end of Lake Gage. A 1912 map showed it .20-mile further east with a network of streets, but that was wishful thinking, as Inverness was never platted or incorporated.

SJVR's president Bucklen proposed construction of a depot, grain elevator/flour mill and coal yard, but the elevator/mill was never built. In summer-1908, SJVR built a 15 x 25 foot wood-framed combination depot in the southeast corner of the intersection of County Road 400N and Orland Road. Additions to both ends of the building doubled its length by 1912. Bucklen built a coal and stock yard served by a side track southeast of the depot, and sold the coal yard and land nearby to a family that constructed a dry goods store.

When SJVR was built, Orland Road came up from the southeast and turned west at the north end of Crooked Lake. The road was extended northwest to County Road 400N prior to SJVR's 1918 demise, as evidenced by a curve in the road .15-mile southeast of County Road 400N that matched a curve in SJVR's track at that point.[82]

Inverness was a scheduled passenger stop until the end of operations in 1918.

Angola Junction. Angola was a town that converted to a city form of government on May 29, 1906. Its population was 2,610 in 1910.

In 1906 and 1908, SJVR and its president Bucklen acquired real estate for a depot and rail yard between Weatherhead Street and Industrial Drive, west of Wayne Street and the Fort Wayne & Jackson Railroad ("FW&J"). They also acquired a small parcel between the FW&J and Wayne Street, 430 feet north of Oak Street. This area was the junction of SJVR's mainline, its Angola streetcar track, and FW&J's mainline. SJVR called it Angola Junction and newspapers called it Fairview.

SJVR constructed an 18 x 40 foot wood-framed combination depot northwest of the intersection of Oak and Wayne Streets, west of FW&J. Between the depot and Weatherhead Street it built motor coach and locomotive barns, an elevated tank for locomotive boiler water, a Y-track for turning locomotives and motor coaches around, several yard tracks and an interchange track for SJVR and FW&J to exchange railcars. The depot was completed in summer-1907 and doubled in size in June 1910, and the water tank was built in November 1912. SJVR constructed a 14 x 160 foot 10-compartment coal shed near the depot and leased it to a local citizen in July 1913.[83]

In September 1907, Indiana's railroad commission approved a temporary crossing of FW&J's track and SJVR's street track at Angola Junction, and the railroads signed an agreement for future construction of a grade-separated crossing. SJVR began construction of two bridges in May 1908 for its trains to cross under Wayne Street (concrete arch bridge) and FW&J (iron plate-girder bridge). At the crossings, FW&J raised its track four feet, SJVR raised Wayne Street eight feet, and SJVR built its track to ensure 23½ feet of vertical clearance. SJVR opened the underpasses on May 10, 1909 and rerouted its street cars through them on the mainline to Williams

Street, eliminating the at-grade crossing of FW&J's track in Wayne Street.[84]

Angola Junction was a scheduled passenger stop until the end of operations in 1918.

Berlien (pronounced "Bur-LĒN"). This hamlet is in the southeast corner of the intersection of County Roads 50S extended and 600E. Late-1912 reports that the City of Angola had not provided the financial support SJV's president Bucklen wanted (the "Arnica Salve King" in one newspaper), said he would build "a Spite City...in the fastness of Steuben county [sic] with the express purpose of injuring Angola, against which town he has conceived a grievance." His city was to be eight miles east of Angola,[85] but in the actual event, it was Berlien, 6½ miles east of Angola.

In 1911 and 1912, Bucklen acquired land south of County Road 50S and west of County Road 600E from Aaron and John Berlien. In September 1912, he acquired 72½ acres from William Bowles in the southeast corner of the intersection of County Roads 50S extended and 600E, and one month later he platted the 12-lot Village of Berlien there, named for Aaron Berlien. The lots were numbered 25-36, suggesting that he intended to plat the adjoining land he acquired from the Berliens, but he never platted more land or incorporated the village.

North of the platted village was a 70 x 800 foot strip of land for commercial development, and north of that was a 125 foot wide strip for railroad use.[86]

Bucklen announced plans to construct a depot, stock pens, grain elevator, railyard, locomotive facilities and a house for the railroad agent's family at Berlien. In late-1912, he constructed a 20 x 73 foot wood-framed combination depot north of the track, south of County Road 50S extended. The stock pens, grain elevator and at least two side tracks were constructed east of the depot. Bucklen built the agent's house on one of the 12 platted lots.

Freight service to the depot and elevator began in early-1913, but passenger service did not begin until fall-1913, after several houses were built. Inexplicably, the Angola-Berlien track was not included in SJVR's annual reports until June 1915, and it was not listed in the timetable until August 1917, eight months before operations ended.[87] Berlien was a scheduled passenger stop until the end of operations in 1918.

Bucklen sold the elevator to a local citizen in September 1914. In June 1919, 14 months after rail operations ended, the elevator was moved to South Milford, Indiana, to replace an elevator that had burned there a few weeks earlier.[88]

WILLIAMS COUNTY, OHIO

Columbia. This hamlet is on U.S. Highway 20, one mile east of the Indiana-Ohio State line. SJVR acquired land for its depot and railyard there in 1913 and 1914, and in 1915 it built an 18 x 30 foot wood-framed combination depot south of the track, 100 feet west of County Road 1.50 and 500 feet northwest of College Street.

SJVR and its president Bucklen also acquired several parcels of land north and south of the railyard, probably for business and/or residential development. Bucklen built coal and lumber businesses near the depot in 1915 and leased them to operators. A grain elevator was opened on SJVR's real estate in September 1915, south of the track and 650 feet east of County Road 1.50, but the owner is unknown. The businesses were served by at least two side tracks.

Service to Columbia began in 1915, but it was not listed as a scheduled stop until August 1917, eight months before operations ended. It was a scheduled passenger stop until the end of operations in 1918.

The depot was reportedly used as a residence until 1948, when it was relocated seven miles northwest near Clear Lake, Indiana, but that could not be confirmed.[89]

FATAL ACCIDENTS

No reports were found about accidental deaths among railroad employees. Two reports were found about deaths of other people.

The first fatality was Alonzo Yoder, who was hit by a motor coach while walking on the track near Shipshewana on April 28, 1912.[90] His was the only pedestrian death that was found.

The only accident in which passengers were killed occurred at 5:30 p.m., December 30, 1916, at Inverness at the intersection of County Road 400N and Orland Road east of Lake Gage. A westbound freight train hit the rear of a westbound motor coach that had stopped at the depot, pushing the coach nearly 1,200 feet before it stopped. Mongo residents Ethel (Tester) Miller and her three year old daughter Waldora died that day, and Orland resident Bessie Terry died during surgery January 16, 1917. The Interstate Commerce Commission ("ICC") reported that 44 passengers and one railroad employee were seriously injured.

ICC also reported that wooden motor coach 171 had a seating capacity of 21 passengers and was carrying 77. Another source reported that coach 171 was one of several of that design and could seat 35, and that was probably correct. Regardless, the car was carrying 220% or 366% of rated capacity.

ICC determined that the conductor of the motor coach was at fault for failing to adhere to regulations, but the Indiana Public Service Commission cited poor maintenance and lax operating procedures and exonerated the crew. SJV paid the estates of the deceased persons a total of $6,300 ($140,000 in 2022).

Settlements with the injured people were not found.[91]

EMPLOYEES

When SJV submitted its June 1911 annual report, the track had been completed from Elkhart to Angola and it had 42 employees and 1 officer. That increased to 49 and 2 in June 1912.

When the June 1913 report was submitted, the track had been extended from Angola to Berlien, and there were 52 employees and 9 officers. Employment peaked at 53 and 9 in June 1914.

No employees were added when the track was extended east to North Metz and Columbia in 1914 and 1915. Employee data was not provided in the 1917 (final) annual report.[92]

EQUIPMENT

The rolling stock rosters in SJV's annual reports were always incorrect. The following table summarizes the total number of each type of equipment reported in SJV's annual reports, a guide to railroad industry assets, and Galloway and Buckley's undocumented history of SJV.[93]

Steam locomotives.....8
(six with 4-4-0 wheel arrangements, Nos. 120 to 123, 125 and 128; one 0-4-4T ("tank" type), No. 124; and one 4-6-0, No. 127)

Pulled by steam locomotives:
- Coaches (Nos. 115, 117) 2
  (47 feet long; 56 passengers)
- Coach/Baggage (Nos. 118, 119).....2
  (51 feet long; 60 passengers)
- Baggage (No. 116) 1
- Box cars (Nos. 2000-2006, 2020-2029) 17
  (35 feet long; load limit 25 & 30 tons)
- Flat cars (Nos. 1000-1007) 8
  (35 feet long; load limit 25 tons)
- Coal cars (Nos. 3000, 3001) 2
- Stock cars (Nos. 4000-4003) 4
- Ballast car 1
- Caboose.....1

Gasoline-powered motor coaches.....12
(Nos. 101, 130, 150-152, 171-173, 1st 2nd & 3rd 174, 204)
(34-54 feet long; 20-40 passengers)
Electric-powered motor coaches (Nos. 201, 202).....2
(61.5 & 50 feet long; 60 & 50 passengers)
Battery-powered motor coach (No. 203).....1
(52 feet long; 45 passengers)
Unpowered coach ("trailer" No. 102, 44 passengers).....1

In December 1917, SJV reported that its freight cars were not interchangeable, which meant that they did not comply with the standards for interstate service and could only be used on SJV's track.[94]

SJV's passenger equipment was reportedly painted Pullman green, a dark shade of green that was popular in the industry.[95]

In mid-1918, SJV's receiver advertised the following equipment for sale: 25 side-dump cars, 1 electric and 2 gasoline-powered coaches and 1 unpowered coach. Three gasoline-powered coaches had been excluded from the sale of the track and equipment in April 1918, so the coach that had already been sold was probably 171, which was the car in the devastating wreck at Inverness in December 1916, and which served as a diner at 119 South Detroit Street in LaGrange until 1953. The side-dump cars were not in SJV's annual reports and may have been owned by U.S. Gravel Company.

An undocumented history of SJV reported that the coaches were sold to Central Locomotive & Car Company, Chicago Heights, Illinois, but the number of coaches reported does not concur with the receiver's offering above.[96]

PASSENGER AND FREIGHT SERVICES

Scheduled passenger and freight services were provided to certain communities at the times listed in timetables published in newspapers and in printed form. Freight service was provided to unscheduled stops when required.

Four printed timetables were found, dated June 12, 1910, August 3, 1912, September 5, 1913, and August 1, 1917. They listed the earliest times that trains would depart each scheduled stop, and the times that trains were scheduled to go past other points on the line ("by-times").[97] Although service to Berlien, North Metz and Columbia began in 1913, 1914 and 1915 respectively, they were not listed in the September 1915 timetable.

SJV was struggling to survive when the August 1, 1917 (final) timetable was published, and it included significant service reductions and terminations. Elkhart-Bristol electric coaches made six round trips daily. Bristol-Angola, LaGrange-Angola and Angola-Columbia motor coaches made one round trip daily. Angola Junction-Columbia freight service was one round trip daily, and Bristol-Angola Junction freight service was provided only when requested.[98] Schedules changed several times after the timetable was issued, however, rendering it irrelevant.

The final months of service were chaotic, with some trains not running on schedule time or not at all, and without notice. In February 1917, a citizen complained that "scheduled trains now run or do not run," and one month later a resident of Columbia filed a formal

complaint in Indiana, claiming that they had not seen a motor coach in two weeks and had been required to ride the freight train "if and when it might appear." [99]

FUNDING SOURCES

In 1903, SJVT authorized 2,000 shares of common stock at $100 par per share. The 1917 annual report listed 1,102 shares issued. SJVT also issued $240,000 in first mortgage bonds. From 1903 to December 1916, SJVT's president Bucklen made unsecured personal loans to SJVT in the total amount of $443,985.[100] The total invested in SJVT was $794,185.

In 1905, SJVR authorized 4,000 shares of common stock at $100 par per share. Its 1917 annual report listed 744.5 shares issued, an increase of 245.5 shares over the amount reported the previous year. It is unknown whether that was a reporting error, or the investment was made in a company struggling to be solvent. It is possible that SJV president Bucklen and/or others used stock purchases to finance operating deficits. SJVR issued no mortgage bonds or other secured debt. From 1905 to December 1916, Bucklen made unsecured personal loans to SJVR in the total amount of $873,797.[101] The total invested in SJVR was $948,247.

SJVT's and SJVR's annual reports occasionally reported minor amounts of net income until 1913, when Indiana's railroad commission ordered the companies to report Bucklen's personal loans and the interest on them as debt. Net income was negative every year after that, and in reality it had been negative since operations began in 1905.

RECEIVERSHIP

SJV president Herbert E. Bucklen had a medical malady that prevented him from attending various meetings and events in SJV's later years. His condition worsened in fall-1916, and he remained at his home on Michigan Avenue in Chicago, where he passed away January 10, 1917 at age 68. The executors of his estate were his son Harley R. Bucklen and his friend and co-investor Edwin A. Warfield.[102]

Bucklen's will stipulated that the railroad, including his stock and bond holdings in it, be held in a trust for 10 years and continue to operate.[103] The trust was not connected to Bucklen's estate, however, so the trustees did not have access to estate funds to continue subsidizing the railroad. They had to reduce expenses and increase revenue to eliminate deficits and retire existing debt, so they reduced passenger and freight services[d] and maintenance, but found no new sources of revenue. Track extensions for connections to other railroads were investigated, from Columbia to Montpelier, Ohio, and from Bristol to Elkhart, but neither was built.[104] The estate subsidized operations at an average of $2,000 per month from January to December 1917.[105]

With no apparent options to salvage SJV, the Elkhart Superior Court appointed Bucklen's youngest son, Herbert E. Bucklen, Jr., receiver of both railroads on December 19, 1917. He had competing obligations: as general manager of both railroads he had financial obligations to them, and as a party to his father's estate he was the railroads' primary creditor.[106]

CORPORATE DEBT ON JANUARY 1, 1918

The following summarizes SJVT's and SJVR's reported debt through December 31, 1917. SJV had no financial obligations to its stockholders, so stock is not included in corporate debt.

SJVT's outstanding obligations on January 1, 1918 were $240,000 in first mortgage bonds and $443,985 for Bucklen's unsecured loans. The accrued interest was $120,000 on the bonds and $293,764 on the loans, so SJVT's total indebtedness on January 1, 1918 was $1,097,749. The bonds were issued to Bucklen to retire loans of equal value, making the entire debt payable to Bucklen's estate.[107]

SJVR's outstanding obligations on January 1, 1918 were $0 in funded debt and $873,797 for Bucklen's unsecured loans. The accrued interest was $503,328, so SJVR's total indebtedness on January 1, 1918 was $1,377,125, all payable to Bucklen's estate.[108]

The combined indebtedness on January 1, 1918 was $2,474,874 (about $50 million in 2022). Estimated interest from January to April 1918 was $19,472.

In 1919, SJV's receiver reported without explanation that SJVT and SJVR owed Bucklen's estate $450,000 and $1,200,000 respectively, which was $844,000 less than the reported and estimated amounts above.[109]

SALE OF THE RAILROADS

In January 1918, SJV's receiver filed a petition in the Elkhart Superior Court that listed liabilities exceeding assets by $1.486 million, and requested foreclosure of SJVR's mortgage and approval to sell the railroads. On February 11, 1918, the court ordered the railroads to be sold separately at Elkhart's municipal building on March 20, 1918. Bids were to be requested for sale to an entity that would continue to operate them ("going concerns" in legalese), and if none were received, they were to be

[d] See the chapter *Passenger and Freight Services*.

offered for sale for scrap.

On February 22, 1918, representatives from all towns on the line met at Orland to discuss options for maintaining rail service, but nothing was announced. Indiana's public service commission held hearings on March 8 and 18, 1918, and although several parties were opposed to the sale, nothing was presented showing that the railroads could be operated profitably.[110]

Separate appraisals were completed for SJVT and SJVR in February 1918. The first appraisals were as going concerns and included all real and personal property except four powered coaches (three gasoline and one battery) and one unpowered coach. The second appraisals were for scrap values and were the same as the first appraisals, except that the real estate was also excluded from the sale.[111]

SJVT's Elkhart-LaGrange track was appraised at $331,800 as a going concern and $217,492 if scrapped. The Elkhart-Bristol electric track was also appraised separately at $120,000 as a going concern and $82,692 if scrapped. SJVR's LaGrange-Columbia track and all equipment but the excepted equipment listed above was appraised at $552,000 as a going concern and $307,680 if scrapped.[112]

At the receiver's sale on March 20, 1918, bids were requested separately for SJVT and SJVR. The upset prices were ⅔ of the appraised values. Bids were sought first as going concerns, and none were received. A bid in the amount of $205,201 was submitted by Pittsburgh railroad equipment reseller M. K. Frank Company, to scrap SJVR's LaGrange-Columbia track. That was the court's upset scrap price, but no bids had been submitted for the Elkhart-LaGrange track, so the court ordered that bids be invited again in two weeks.[113]

On April 3, 1918, bids were invited again for sale of the railroads as going concerns and none were received. Chicago railroad equipment reseller Benjamin Harris & Company submitted the highest scrap bids, $130,000 for Elkhart-LaGrange and $260,000 for LaGrange-Columbia, the total of which exceeded the combined upset prices and was accepted.[114]

The sale proceeds covered 15.5% of SJV's $2.5-million debt to Bucklen's estate. SJV reportedly sold the four coaches later for $30,000.[115] Subsequent real estate sales increased the amount recovered, but if all real estate was sold for appraised value, the total recovered would have retired only 31% of SJV's debt. Bucklen's estate lost between $1.7 and $2.1 million, and the holders of $184,650 in combined stock of the two companies lost their entire investments.

TERMINATION OF SERVICE

The receiver operated the railroad until dismissed by the court on April 11, 1918.[116] The scrap company allowed service to continue for another week on parts of the line, probably because some customers needed to find alternate service providers, and negotiations were in progress for the sale of the track in Elkhart.[e] Service was terminated as follows:

March 31, 1918, passenger service, LaGrange-Mongo-Orland-Angola-Columbia;

April 11, 1918, all service, Bristol-Middlebury-Shipshewana-LaGrange;

April 17, 1918, all service, Elkhart-Bristol; and

April 18, 1918, freight service, LaGrange-Mongo-Orland-Angola-Columbia.[117]

ABANDONMENT

SJV did not request approval to discontinue its common carrier service as required by statute. Unaware that the railroad had been scrapped, Indiana's Public Service Commission advised SJV in 1920 that it needed to submit an annual report for calendar year 1919. SJV's former receiver submitted the report consisting solely of a letter advising the state that the railroads had been scrapped, and concluded with "I respectfully suggest that the Company be eliminated from your records as a common carrier, so as to avoid further reports."[118] That was the final communication between SJV and the state about abandonment.

TRACK DEMOLITION

Track demolition began shortly after the April 18, 1918 cessation of operations. By May 8, the track had been removed east of Angola and was being removed from the railyard there. At the end of July it had been removed to a point east of Lake Gage, and in mid-September it was being removed at Orland. All track west of Mongo and between Elkhart and LaGrange had been taken up by November 1918. Negotiations were in progress for sale of the 1½ miles of street track in Elkhart and 8.2 miles of LaGrange-Mongo track, as discussed in the next chapter.[119]

The street track in Angola was reportedly removed in April 1919, but some track in the downtown area was still in place in 1944, and the side tracks on the north side of the Maumee Street depot were still in place in the 1961-1963 timeframe.[120]

[e] See the chapter *Post-Abandonment Rail Operations*.

POST-ABANDONMENT RAIL OPERATIONS

Foster Traction Company. Foster Traction was organized May 25 and incorporated May 29, 1918 by Elkhart Mayor William F. Foster and four other Elkhart citizens to maintain street car service on SJVT's 1½ miles of Jackson Boulevard track. Mayor Foster purchased the track from the salvage company before Foster Traction was incorporated and conveyed it to the company on September 10, 1918. It was operated by the Chicago, South Bend & Northern Indiana Railway and successors until May 31, 1934.[121]

LaGrange, Toledo & Eastern Railway Company ("LT&E"). LT&E was organized November 23 and incorporated November 25, 1918 to maintain rail service between LaGrange and Angola. The incorporators were from Mongo (15 of 26), LaGrange and Orland, and LaGrange residents Clyde A. Walb and Leon Rose were president and general manager respectively.[122]

The Angola-Mongo track had already been removed, so the initial phase of the project focused on acquiring the 8.20 miles of track between LaGrange and Mongo.[123]

LT&E's project was undertaken during World War I, when the United States Railroad Administration ("USRA") controlled the nation's railroads. In January 1919, USRA, LT&E, Chicago salvage company Benjamin Harris & Company ("Harris"), which owned the track, and the Grand Rapids & Indiana Railroad ("GR&I") signed an agreement whereby LT&E would pay Harris $72,000 for the track, Harris would repair the track to the satisfaction of USRA and GR&I, and GR&I would operate the track under USRA supervision. LT&E also paid Bucklen's estate $4,000 for the underlying right-of-way and announced that it would begin operations before February 1919, which proved to be overly-optimistic.[124]

On February 10, 1919, LT&E was authorized to issue $55,000 in capital stock and $35,000 in first mortgage bonds to purchase and improve the track. No records were found about the amounts actually issued.[125]

In May 1919, $5,000 was deposited with USRA for initial track repair and LT&E authorized GR&I to begin the work. GR&I estimated that operations would begin in July 1919, but in late-July it determined that LT&E's bridge over the GR&I at LaGrange needed to be rebuilt, and revised the estimated start of operations to fall-1919. USRA authorized the bridge repairs in July 1919.[126] LT&E's track could not support the weight of GR&I's standard freight locomotives, so GR&I transferred a "light" locomotive from Fort Wayne to LaGrange.[127]

The date when operations began is unknown. LT&E did not file required annual reports with Indiana's Public Service Commission ("IPSC"), so nothing official was available to document operations. Reviews of five area newspapers in 1919 and 1920 revealed that operations had not yet begun in late-August 1919. At LT&E's stockholder meeting in October 1919, the general manager announced that GR&I had been operating trains of 7-to-10 freight cars on Tuesdays, Thursdays and Saturdays, and that an additional train had taken seven cars of livestock from Mongo to LaGrange that week. Mongo had a population of 200, a flour mill, livestock pen and coal yard, and could not have generated that many carloads of freight every week, suggesting that these were harvest-season trains. The stockholders also discussed future operations, but no details were provided.[128]

LT&E did not file to discontinue service as a common carrier, and nothing was found about the date when operations ended. GR&I's mandate to operate LT&E ended when USRA's control of U.S. railroads ended on March 1, 1920, and it is unlikely that LT&E compensated GR&I after that date for the losses that USRA had previously subsidized.

In 1968, 50 years after SJV was abandoned, a LaGrange County citizen filed a quiet-title petition for real estate still owned by LT&E, stating that he had "no recollection of any cars ever being run over the line." LT&E's attorney filed an affidavit in response to the petition in which he stated that "the Company did operate a train or two over the old rail lines..." [but] "...almost immediately after taking over this capital property, it removed the rails and ties and utterly abandoned it." [129]

In 1923, Harris filed a complaint against LT&E. The substance is unknown, and IPSC's decision was not found, so the parties apparently settled the matter prior to a hearing. Harris and LT&E had an agreement concerning sale and repair of the track, and presumably LT&E had not paid Harris in full.[130]

Mongo-Angola Right-of-Way. In August 1919, after Benjamin Harris & Company had taken up the track east of Mongo, residents of Angola and Orland purchased the Mongo-Orland-Angola right-of-way from Bucklen's estate for $4,000. The intent was to reinstall the track, but it was never reinstalled.[131]

REMNANTS IN 2022

ELKHART COUNTY, INDIANA

Bonneyville Mill. SJV's passenger shelter, formerly located where the track crossed County Road 31, is now at the southwest corner of the house at 53411 County Road 131 in Bonneyville Mill County Park, 2.60 miles east of Bristol.
Coordinates: 41.718500, -85.765417

Elkhart. The causeway is intact where SJV's track crossed the wetland in the southeast corner of the

intersection of Jackson Boulevard and Middleton Run Road.
Coordinates: 41.692083, -85.916194

Middlebury. (1) SJV's depot is in its original location at 209 North Main Street, south of Pleasant Street between Brown and Main Streets. The tile roof was replaced with metal and the depot is now the east part of a larger building. Roof eves and knee braces mark the northwest corner of the depot, where the west wall joins a later addition. Elements of the depot can also be found inside.

The building has been occupied by at least four companies since SJV stopped operating in 1918, and is currently the home of Sorg Chevrolet.

In 2003 it was designated a contributing structure in the *Indiana Historic Sites and Structures Inventory*.[132]
Coordinates: 41.677472, -85.706611

(2) A concrete property line marker with "StJVTCo Land Line" on one face and "LS&MS Land Line" (Lake Shore & Michigan Southern Railway) on the opposite face is at the southwest corner of the property at 206 West Spring Street. It was probably relocated there from north of Bristol Avenue and Pleasant Streets, where the railroads crossed.
Coordinates: 41.671364, -85.707983

LAGRANGE COUNTY, INDIANA

Lagrange (Town). (1) The building that served as SJV's first construction and operations office and depot is now the north part of the building at 204 North Detroit Street. The face of this building and the south adjoining building are covered by a metal fascia.
Coordinates: 41.645222, -85.417806

(2) The building that served as SJV's second operations office and depot is in its original location at 512 North Detroit Street. It was rebuilt and expanded after a fire in 1916, and no photos of its post-fire configuration were found, so it is unknown whether it appears today as it did when in railroad service. It was a Texaco gasoline station in 1942 and used for other purposes later, and is now a residence.

In 2009 it was designated a contributing structure in the *Indiana Historic Sites and Structures Inventory*.[133]
Coordinates: 41.648611, -85.417750

(3) The concrete abutments where SJV crossed over the Grand Rapids & Indiana Railroad are intact on the northwest side of Old State Road 9, 400 feet northeast of Industrial Parkway.
Coordinates: 41.657185, -85.416717

LaGrange County (northeast). A timber trestle is partially intact over East Fly Creek northeast of the intersection of County Roads 150N and 325E.
Coordinates: 41.667083, -85.358389

LaGrange County (northwest). A bridge was intact over East Buck Creek No. 85, 620 feet northwest of the intersection of County Roads 150N and 215W, but it could not be confirmed in spring-2022.
Coordinates: 41.663972, -85.468417

Mongo. SJV's depot at Mongo was relocated to 2345 East County Road 410N in Ontario, Indiana, 5½ miles northwest of its original location. It is the single-story east end of the house.
Coordinates: 41.702319, -85.381628

Shipshewana Lake. SJV's causeway is partially intact over Sara Davis Drain No. 5, 620 feet east of County Road 900N, 450 feet north of State Road 250N, south of the Pumpkinvine Nature Trail.
Coordinates: 41.677500, -85.597972

STEUBEN COUNTY, INDIANA

Angola. (1) SJV's street car office and depot at 115 West Maumee Street, and the car barn at 107 North Martha Street, are now commercial establishments. The larger of two wall patches near the north end of the Martha Street wall was the car barn door.

In 2007, the building was designated a contributing structure in the *Indiana Historic Sites and Structures Inventory*.[134]
Coordinates: (office/depot) 41.635028, -84.998278
(car barn) 41.635194, -84.998278

(2) The concrete arch bridge where SJV passed under North Wayne Street is in place but buried. It was exposed during highway work in the 1980s.
Coordinates: 41.647201, -84.999469

Ellis. Although the hamlet of Ellis was not on SJV's timetables as a scheduled or flag stop, it had a small passenger shelter near the intersection of County Roads 50S and 400E. It was moved .65-mile east to the farm at 4630 County Road 50S.
Coordinates: 41.636667, -84.903639

Inverness. A steel and wood deck bridge is intact over a stream 50 feet north of the intersection of County Road 400N and Orland Road.
Coordinates: 41.700583, -85.092278

Lime Lake. A pair of concrete bridge abutments are intact on the stream that connects Lime Lake to Chair Factory Lake, 220 feet east of Lime Lake Lane 175 and 210 feet north of Orland Road.

Coordinates: 41.713639, -85.119500

North Metz. SJV's passenger shelter was relocated to the farm at 8090 County Road 40S, .10-mile east of Old State Road 1 and .20-mile northeast of its original location. It is now a storage building.
Coordinates: 41.640250, -84.836750

Orland. SJV's passenger depot was relocated to 6045 South Bronson Street by Maynard Friend, date unknown, and was purchased by the town in December 2011.[135]

In 2008, it was designated an outstanding structure in the *Indiana Historic Sites and Structures Inventory*.[136]
Coordinates: 41.730028, -85.171472

Steuben County (east). (1) A bridge is intact over a ditch 850 feet west of County Road 200E, .35-mile north of U.S. Highway 20.
Coordinates: 41.637886, -84.957361

(2) A concrete arch bridge is intact over Fish Creek, ¼-mile west of County Road 935E, 700 feet south of County Road 40S.
Coordinates: 41.637778, -84.818000

ABBREVIATIONS AND BIBLIOGRAPHY

CERA. Central Electric Railfans' Association. *Electric Railways of Indiana*. Bulletin No. 104. Chicago: Central Electric Railfans' Association, 1960.

DR. Deed Record.

Galloway. Galloway, Joseph A. *Northwestern Ohio Interurban Lines - St. Joseph Valley Railway*. Interurban Trails. Undated manuscript (latest date in the text is 1944).

Galloway and Buckley. Galloway, Joseph A., and James J. Buckley. *The St. Joseph Valley Railway*, Electric Railway Historical Society, Bulletin No. 16. Chicago: Electric Railway Historical Society, 1955.

Grant, H. Roger. *The Arnica Salve Line: St. Joseph Valley Railway*. Twilight Rails: The Final Era of Railroad Building in the Midwest. Minneapolis: University of Minnesota Press, 2010.

ICC. U.S. Interstate Commerce Commission.

IPSC. Indiana Public Service Commission.

IRRC. Indiana Railroad Commission.

ISA. Indiana State Auditor.

ISOS. Indiana Secretary of State.

Marlette. Marlette, Jerry. *Electric Railroads of Indiana*. Second edition. Indianapolis: Hoosier Heritage Press, 1980.

MR. Miscellaneous Record.

ORER. Railway Equipment and Publication Company. *The Official Railway Equipment Register*. New York: Railway Equipment and Publication Company, various years.

Sanders. Sanders, Craig. *Limiteds, Locals and Expresses in Indiana, 1838-1971*. Bloomington and Indianapolis: Indiana University Press, 2003.

Sell and Findlay. Sell, Bob, and Jim Findlay. *The Teeter & Wobble; Tales of the Toledo & Western Railway Co.* Blissfield, Michigan: Blissfield Advance, 1993.

Simons and Parker. Simons, Richard S., and Francis H. Parker. *Railroads of Indiana*. Bloomington and Indianapolis: Indiana University Press, 1997.

Sulzer. Sulzer, Elmer G. *The Arnica Line, and a Few Extras. Ghost Railroads of Indiana*. Indianapolis: Vane A. Jones Company, 1970. First reprint. Bloomington and Indianapolis: Indiana University Press, 1998.

ENDNOTES

1 IPSC, SJVR annual report, June 30, 1916.
Galloway and Buckley, 31.

2 ISOS, SJVT Articles of Association, filed and approved March 28, 1903.

3 IRRC and IPSC, SJVR and SJVT annual reports, June 30, 1908 through December 31, 1917.
Bristol Banner, April 12, 1918 (CSB&NI timetable).
Galloway and Buckley, 11, 13, 14.

4 *LaGrange Standard*, March 16, April 6, 1905 (SJV April 6 temporary timetable).
Bristol Banner, May 12, 1905 (sinkhole problems delayed service).
Galloway and Buckley, 7, 8 (motor coaches delivered March 22 and 30).

5 *LaGrange Standard*, June 15, 1905 (SJV timetable effective May 21, 1905).
Galloway and Buckley, 8.

6 *LaGrange Standard*, September 7, 1905 (SJV timetable effective September 15).

7 *LaGrange Standard*, June 30, 1910.

8 *Bristol Banner*, July 8, July 22, 1910.
LaGrange Standard, July 14, 1910.
Galloway and Buckley, 10.
Marlette, 137.
Sulzer, 133.

9 Galloway and Buckley, 10, 14.

10 *Bristol Banner*, July 21, August 4, 1911.
Steuben Republican, August 2, 1911.

11 SJV timetable effective August 1, 1917.

12 *Steuben Republican*, November 25, 1914.
13 Map of Elkhart County, 1915.
Galloway and Buckley, 8, 9, 14 (Walls Siding).
Measured by the author on Google Earth.
14 *Bristol Banner*, July 22, 1910 (Y-track construction in progress).
Galloway and Buckley, 11, 42.
15 Maps of Washington and York Townships and the Town of Middlebury, Elkhart County, 1915.
16 LaGrange County Surveyor, 1939 aerial photos.
LaGrange County Recorder, DR 54, 79, conveyed to SJVR June 25, 1906 (SJVT and SJVR mainline connecting point).
17 Measured by the author on Google Earth.
18 IRRC and IPSC, SJVT annual reports, June 30, 1908 through December 31, 1917.
19 Galloway and Buckley, 30.
20 ISOS, I&M Electric Company Certificate of Incorporation, filed and approved July 20, 1907.
IPSC, SJVT annual report, December 31, 1917.
Galloway and Buckley, 11.
21 ISOS, SJVR Articles of Association, filed and approved August 1, 1905.
United States Dept. of Commerce, Bureau of the Census, *14th Census of the United States, 1920.*
IPSC, SJVR annual report, December 31, 1917.
22 Ohio Secretary of State, email to the author, April 28, 2021.
23 *LaGrange Standard*, January 3, February 21, 1907.
24 *LaGrange Standard*, May 2, May 9, 1907.
Steuben Republican, May 1, 1907.
Fort Wayne Journal-Gazette, May 6, 1907 (the second coach on the LaGrange-Orland track wrecked on May 4, 1907).
Galloway and Buckley, 15.
25 *LaGrange Standard*, June 13, 1907.
Steuben Republican, June 19, June 26, 1907.
Galloway and Buckley, 15, 16.
26 *Steuben Republican*, August 21, 1907.
LaGrange Standard, August 1, 1907 (Angola's September 9, 1905 subsidy required track construction to be completed by September 9, 1907); August 22, September 5, 1907.
27 *Angola Herald,* January 29, 1913 (freight shipped from Berlien).
Steuben Republican, August 14, October 23, October 30, 1912; October 1, 1913 (passenger service to Berlien begins next week); July 29, 1914 (motor coach service began).
SJV timetable effective August 3, 1912 (map showed track completed to Berlien but no timetable service east of Angola).
28 *Steuben Republican*, July 29, 1914 (listed motor coach service Angola-Berlien but not to North Metz); August 26, 1914 (new station to be named North Metz); December 2, 1914 ("new depot" opened at North Metz).
29 IPSC, SJVR annual report, June 30, 1915 (new main track from North Metz to Columbia "operated prior to June 30, 1915").
Bryan [Ohio] *Press*, May 27, 1915.
Steuben Republican, May 26, 1915.
30 LaGrange County Surveyor, 1939 aerial photos.
Steuben County Surveyor, 1964 aerial photos.
Williams County Engineer, 1939 aerial photo.
Williams County Recorder, DR 108, 280, conveyed to SJVR May 20, 1915 (land for Y-track).
IPSC, SJVR annual report, June 30, 1915.
Tri-State Alliance [Pioneer, Ohio], July 15, July 29, 1915 (Y-track construction).
Edon [Ohio] *Commercial*, July 22, 1915 (Y-track construction).
Galloway and Buckley, 21.
31 Measured by the author on Google Earth.
32 IPSC, SJVR annual reports, June 30, 1915; December 31, 1917.
33 Measured by the author on Google Earth.
34 IPSC, SJVR annual reports, June 30, 1915 (2.96 mile of new main track from North Metz to Columbia); December 31, 1916; December 31, 1917.
Photo of the depot with two switch stands in the Williams County Public Library collection.
35 *LaGrange Standard*, August 10, August 17, August 24, 1905.
Sell and Findlay, 16, 19.
36 SJVR Board of Directors, resolution adopted February 27, 1909, filed March 6, 1909.
37 *Steuben Republican*, June 9, 1915 (application to extend track east); December 22, 1915 (grading work suspended).
Williams County Engineer, 1939 aerial photo.
Williams County Recorder, DR 106, 133, 134, 136, 137, 138, 139, 140, 370, conveyed to SJVR from September 12, 1913 to October 8, 1914; DR 108, 280, 281, 283, conveyed to SJVR from September 16, 1913 to October 22, 1915.
38 ORER, 1917, 456.
Galloway and Buckley, 17, 22.
39 Town of Angola, Ordinance 47, adopted January 29, 1906.
40 *Steuben Republican*, September 11, September 18, 1907.
LaGrange Standard, July 4, July 25, August 1, 1907.
ICC, Valuation map, *New York Central Railroad, Fort Wayne & Jackson Railroad Branch*, June 30, 1917 revised after 1918.
Map of Angola, December 1912, revised 1919, showing former SJV track.
Galloway and Buckley, 16.
41 *Steuben Republican*, September 11, 1907.
42 *LaGrange Standard*, December 19, 1907.
43 *Steuben Republican*, May 12, 1909.
44 *Steuben Republican*, August 25, 1909.
Plat map, Angola, 1912.
45 *Steuben Republican*, December 11, 1907; November 15, 1911; January 7, February 4, 1914.
46 Sanborn Map of Angola, January 1914, 5 (measured by the author).
Photo by Sidney Pepe, July 1956.
47 *Angola Herald*, November 16, 1910; November 13, 1914; May 28, September 10, 1915.
Steuben Republican, November 25, 1908; January 20, 1909; September 15, 1914; July 21, 1915.
Sanborn Map of Angola, March 1923, 2.
Bruce Nelson to the author, September 25, 2021.
Galloway and Buckley, 19 (contract dated December 1, 1910 and size of addition 36 x 86 feet).
Galloway, 8.
48 *Steuben Republican*, October 1, 1913.
Angola Herald, July 21, 1914.
Indiana State Archives, 1938 aerial photo.
49 *Steuben Republican*, November 3, November 17, November 24, 1915; July 5, 1916.
50 *Bristol Banner*, November 6, 1909.
Galloway and Buckley, 30.
51 *Bristol Banner*, February 16, February 23, 1906.
City of Elkhart, Ordinance 447, adopted November 5, 1908.
LaGrange Standard, November 12, 1908 (franchise approved).
52 *LaGrange Standard*, July 25, September 26, 1907 (citing the *Elkhart Truth*); June 30, 1910.
53 Town of LaGrange, Ordinance Record Book 1, 395.
LaGrange County Commissioners, Record Book O, 449.
Map of LaGrange, 1904, showing the approved track route.
54 *LaGrange Standard*, May 4, May 11, May 25, 1905 (problems with the track in Lafayette Street).
LaGrange County Surveyor, 1939 aerial photo (shows the as-built track route).
55 *LaGrange Standard*, May 14, June 25, 1908.
56 *LaGrange Standard*, July 11, August 1, 1907.
57 *LaGrange Standard*, June 25, 1908.
58 Galloway and Buckley, 29.
State Auditor's annual reports to ISOS for fiscal years ending September 30, 1912 and September 30, 1916 (for reasons unknown, no structures were listed in Elkhart County).
SJV timetables effective June 12, 1910; August 3, 1912; September 5, 1915; August 1, 1917 (the final timetable).

[59] Sanborn Map of Elkhart, June 1917, 3, 4, 25.
Map of Elkhart, 1915.
Galloway and Buckley, 13.
Elkhart County Recorder, DR X12, 244, filed and recorded November 8, 1912 (lien filed against SJVR for non-payment of labor expenses).

[60] *Bristol Banner*, November 6, 1909.
Galloway and Buckley, 30.

[61] *Bristol Banner*, August 18, 1911 (reported a 40 x 90 foot depot).
Galloway and Buckley, 29, 42.
Sanborn Map of Bristol, August 1917, 2 (measured 20 x 80 feet by the author).

[62] Plat map, Bristol, 1915.

[63] Galloway and Buckley, 30 (incorrectly reported that the railroads exchanged freight cars at Bristol).
ICC, Valuation map, *New York Central Railroad, Fort Wayne & Jackson Railroad Branch*, June 30, 1917 revised after 1918 (shows no interchange track at Bristol).
Bristol Banner, July 6, 1917 (railcar interchange needed at Bristol or Elkhart).

[64] Elkhart County Recorder, DR 120, 211, 212, conveyed to SJVT October 11, 1910.
Bristol Banner, October 16, 1903.
Galloway and Buckley, 29, 42.

[65] *Bristol Banner*, June 29, 1917.

[66] Photos in the author's collection.
Bristol Banner, April 14, 1916.
Galloway and Buckley, 25.

[67] Photo in the author's collection.

[68] Photo postcard of the "Valley Line Ticket Office" postmarked June 1907, in the John Martin Smith collection.
Sanborn Map of LaGrange, August 1910, 2.

[69] *LaGrange Standard*, May 11, 1905; June 25, 1908.
LaGrange County Recorder, DR 54, 244, conveyed to SJVR December 11, 1906; DR 55, 166, conveyed to Bucklen November 25, 1907.
Steuben Republican, July 19, 1916.
Galloway and Buckley, 29.

[70] LaGrange County Recorder, DR 53, 560, conveyed to SJVR March 30, 1906; DR 54, 244, conveyed to SJVR December 11, 1906; DR 55, 166, conveyed to Bucklen November 25, 1907.
LaGrange Standard, September 26, 1907 (SJV-GR&I agreement).
LaGrange County Surveyor, 1939 aerial photo.
Sulzer, 140 (map showing connecting tracks).
Bristol Banner, April 1, 1910.
SJV timetables effective June 12, 1910; August 3, 1912.

[71] Sulzer, 140 (map showing connecting tracks).
Photo showing a freight car east of the depot, in the Grant Van Horne collection.

[72] *LaGrange Standard*, May 14, 1908 (steam operations on Detroit Street); June 25, 1908.
Steuben Republican, July 19, 1916.

[73] LaGrange County Recorder, DR 55, 634, conveyed to SJVR November 4, 1908; DR 59, 416, conveyed to SJVR November 15, 1912; DR 61, 535, conveyed to Bucklen September 26, 1913.
LaGrange Standard, November 11, November 18, December 2, 1909.
Steuben Republican, May 26, 1915.

[74] Sanborn Map of LaGrange, August 1910, 1; January 1923, 2.
LaGrange Standard, July 13, July 20, 1905; January 10, 1907.
LaGrange County Recorder, DR 52, 292, conveyed to SJVT October 19, 1904; DR 53, 583, conveyed to SJVR April 3, 1906; DR 54, 315, conveyed to SJVT January 30, 1907.

[75] *LaGrange Standard*, April 6, 1905.
LaGrange County Recorder, DR 54, 79, conveyed to SJVR June 25, 1906.

[76] *LaGrange Standard*, January 10, 1907.
Fort Wayne Sentinel, January 8, 1907.
Galloway and Buckley, 21, 31, 35, 42.
Sulzer, 137.
Steuben Republican, November 15, 1911 (reported two motor coaches destroyed).

[77] *LaGrange Standard*, June 20, 1907 (depot to be opened next week); October 10, 1907 (side track extended west to the mill); February 6, 1908 (contract awarded for stockyard).
State Auditor's annual reports to ISOS, September 30, 1909.
Photo postcard looking west at the depot and grain elevator c.1915, in the Sidney Pepe collection.
Photo by Sidney Pepe, 1959.
Galloway and Buckley, 29.

[78] Steuben County Recorder, DR 62, 161-164, conveyed to SJVR September 26 and 29, 1905.
Depot measured by the author.
Steuben Republican, June 12, 1907 (new depot near completion).
LaGrange Standard, December 26, 1907 (new lumber yard).
Taylor, Richard, undated history of "Orland Station" in a Vermont [Orland] Settlement Days pamphlet dated July 1976.
Galloway and Buckley, 29.
Sanborn Map of Orland, June 1909, 1; August 1917, 1.
Photos in the Joyce Public Library, Orland, and the author's collections.
State Auditor's annual reports to ISOS, September 30, 1911; September 30, 1912.

[79] Steuben County Recorder, Plat Book 2, 16, Plat of Panama, 1906; DR 63, 202, conveyed to SJVR October 18, 1906.
LaGrange Standard, May 28, 1908.
Photo dated 1912 in the author's collection.

[80] *Steuben Republican*, February 28, 1906; June 12, 1907.
LaGrange Standard, March 8, 1906.

[81] Steuben County Recorder, MR 2, 293, U.S. Gravel Company Articles of Incorporation, recorded June 16, 1917.
Sulzer, 142 (advertisement offering the gravel cars for sale).
Steuben Republican, June 20, June 27, September 19, October 24, November 7, 1917.
Angola Herald, September 7, 1917.

[82] H. W. Morley, map of Jackson Township showing Inverness, 1912.
Steuben County Recorder, DR 62, 278, conveyed to SJVR October 27, 1905; DR 63, 203, conveyed to SJVR September 8, 1906; DR 70, 202, conveyed to Terry April 8, 1914.
LaGrange Standard, May 28, 1908 (depot construction).
Steuben Republican, November 11, 1908; April 21, 1915 (proposed grain mill); May 16, 1917 (road extension).
Galloway and Buckley, 29.
Photos of the smaller and larger depots in the author's collection.

[83] Steuben County Recorder, DR 63, 30, 31, 201, conveyed to SJVR from June 28 to September 29, 1906; DR 64, 32, conveyed to SJVR June 12, 1907; DR 65, 91, conveyed to Bucklen August 20, 1908.
Steuben Republican, June 26, July 17, 1907; June 8, June 29, 1910; November 27, 1912; June 25, 1913.
Angola Herald, July 27, 1910.
Galloway and Buckley, 22, 29, 30.
ICC, Valuation map, *New York Central Railroad, Fort Wayne & Jackson Railroad Branch*, June 30, 1917 revised after 1918.
Sanborn Map of Angola, January 1914, 2.
Plat map, Steuben County, 1912.

[84] *Steuben Republican*, June 5, 1907; May 13, 1908; May 12, 1909.
LaGrange Standard, September 12, September 19, 1907; June 4, 1908.
IRRC, SJVR annual reports, June 30, 1907 through June 30, 1910.

[85] *Fort Wayne Journal-Gazette*, November 23, November 24, 1912.

[86] *Steuben Republican*, November 1, 1911; September 18, September 25, October 30, 1912.
Steuben County Recorder, DR 68, 581, conveyed to Bucklen September 14, 1912.
Steuben County Recorder, plat of the Village of Berlien, signed October 18, 1913, recorded October 22, 1913.

[87] IRRC and IPSC, SJVR annual reports, June 30, 1913 through June

30, 1915.

88 *Steuben Republican*, October 30, 1912; October 1, 1913; June 24, September 9, 1914; July 21, 1915.
Angola Herald, January 29, 1913.
Galloway and Buckley, 21, 29.
Map of Berlien, undated, showing the depot and side tracks.
LaGrange Standard, June 6, 1919.

89 Williams County Recorder, DR 106, 135, conveyed to SJVR September 14, 1914; DR 106, 136, conveyed to SJVR September 13, 1913.
Steuben Republican, June 2, July 21, 1915, September 29, 1915.
Farm Journal Illustrated Directory of Williams County, Ohio, 1916.
Photo in the Williams County Public Library collection (the depot with switch stands for two side tracks.
Columbia historian Richard Miller to the author, April 15, 2003.
Galloway and Buckley, 29, 43.

90 *Bristol Banner*, May 3, 1912.
Galloway and Buckley, 21.

91 Steuben County Coroner, Death Certificate, Ethel (Tester) Miller, issued January 2, 1917.
Steuben County Coroner, Death Certificate, Waldora Miller, issued January 2, 1917.
Steuben Republican, January 3, January 24, April 4, April 11, 1917.
ICC, accident report issued January 29, 1917.
IPSC, SJVR annual report, December 31, 1917.
Galloway and Buckley, 35 (coach 171 could seat 35 people).

92 IRRC and IPSC, SJV annual reports, June 30, 1911 through December 31, 1917.

93 IRRC and IPSC, SJVR annual reports, June 30, 1909 through June 30, 1917.
ORER, 1917, 456.
Galloway and Buckley, multiple pages.

94 IPSC, SJVR annual report, December 31, 1917.

95 Galloway, 7.

96 *Ghost Railroads*, 142.
Galloway and Buckley, 35.
Undated newspaper clipping about car 171 being removed from Detroit Street in 1953.

97 Galloway and Buckley, 17, 23, 38, 39.

98 CSB&NI timetable effective January 26, 1918; Elkhart-Bristol.
SJV timetable effective August 1, 1917.
Sanders, 251-253.

99 *Steuben Republican*, February 7, 1917.
IPSC, complaint filed March 7, 1917.

100 IRRC and IPSC, SJVT annual reports, June 30, 1908 through December 31, 1917.

101 IRRC and IPSC, SJVR annual reports, June 30, 1908 through December 31, 1917.

102 *Steuben Republican*, October 25, November 8, December 27, 1916.
Cook County, Illinois, Clerk, Genealogy Records, file 6001129.
News of the Day Concerning Chicago, January 11, 1917.
Headstone in God's Half Acre Cemetery, Cass County, Michigan.
LaGrange County Recorder, affidavit, DR 66, 355, recorded October 15, 1919.

103 Illinois, Wills and Probate Records, 1772-1999, Record of Wills, books 104-106, 1917, *Last Will and Testament of Herbert E. Bucklen*, 327, 328, signed October 23, 1916, filed January 18, 1917.

104 *Edon* [Ohio] *Commercial*, January 3, 1918.
Galloway and Buckley, 26.

105 *Bristol Banner*, January 25, 1918.

106 IPSC, receiver's affidavit filed July 28, 1919.
IPSC, SJVR and SJVT annual reports, December 31, 1917.
Galloway and Buckley, 27.

107 IPSC, SJVT annual reports, December 31, 1916; December 31, 1917.
Galloway and Buckley, 29 (bonds were delivered to Bucklen to retire an unspecified amount of unsecured loans).

108 IPSC, SJVR annual reports, December 31, 1916; December 31, 1917.

109 IPSC, receiver's affidavit filed July 28, 1919.

110 *Bristol Banner*, February 8, March 8, 1918.
Fort Wayne Journal-Gazette, February 20, 1918.
Steuben Republican, February 13, February 20, February 27, March 6, March 15, March 22, 1918.

111 *Bristol Banner*, March 1, 1918.
Steuben Republican, February 20, 1918.

112 *Bristol Banner*, March 1, 1918.

113 *Steuben Republican*, March 20, 1918.
Bristol Banner, March 22, 1918.
The Mining Catalog, 3rd issue, 1923, 410 (M. K. Frank Company advertisement).

114 IPSC, receiver's affidavit filed July 28, 1919 (incorrectly reported April 2, 1918 as the sale date).
Angola Herald, April 5, 1918.
Bryan [Ohio] *Democrat*, April 23, 1918.
Galloway and Buckley, 27, 29.

115 Galloway and Buckley, 29.

116 IPSC, receiver's affidavit filed July 28, 1919.

117 *Steuben Republican*, April 3, April 10, April 17, 1918.
Bristol Banner, April 19, 1918.
Sulzer, 144.
Marlette, 137.
Galloway and Buckley, 27.

118 IPSC, SJVT/SJVR joint annual report, December 31, 1919 (letter dated February 18, 1920).

119 Galloway, 8.
Angola Herald, August 2, September 27, 1918.
Steuben Republican, November 11, 1918.
Bristol Banner, September 6, November 29, 1918.

120 *Steuben Republican*, April 9, 1919.
Bruce Nelson to the author, September 25, 2021.

121 Marlette, 94.
Galloway and Buckley, 28.
Electric Railway Journal, Vol. 51, No. 24, January-June 1918, 1172.
Elkhart County Recorder, DR X15, 39, Articles of Association recorded May 29, 1918 [author's note: the Articles of Association are not on file with Indiana's Secretary of State or in the state archives]; DR X15, 138, conveyed to Foster Traction September 10, 1918.

122 ISOS, Articles of Association, filed and approved November 25, 1918.
Steuben Republican, November 27, 1918.

123 *LaGrange Standard*, January 17, 1919.

124 ISOS, IPSC annual reports, September 30, 1919; September 30, 1920.
LaGrange County Recorder, DR 65, 387, conveyed to LT&E January 16, 1919.
LaGrange Standard, January 17, 1919.
Steuben Republican, January 20, 1919.
Butler [Indiana] *Weekly Record*, February 1, 1919.
Angola Herald, March 14, 1919.
Galloway and Buckley, 29 (incorrectly listed LaGrange-Orland operations and dates).

125 ISOS, IPSC annual report, September 30, 1919, 43.

126 *LaGrange Standard*, May 9; June 27, 1919.
Steuben Republican, July 23, 1919.

127 *Angola Herald*, July 18, 1919.

128 *Steuben Republican*, August 20, 1919.
LaGrange Standard, October 24, 1919.

129 LaGrange County Recorder, MR EE, 289, affidavit signed January 2, 1968; MR EE, 290, affidavit signed January 4, 1968.

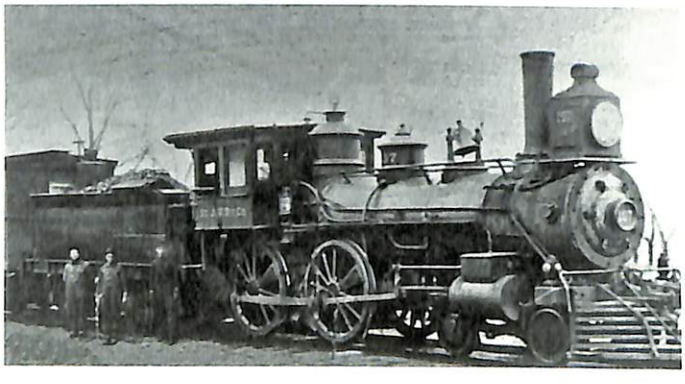
130 ISOS, IPSC annual report December 31, 1923, 23 (pending case 7443: *Nathan Harris v. LaGrange, Toledo & Eastern Railway Co. (Abandonment of railroad (LaGrange)*).

131 *Angola Herald*, August 15, 1919.
Steuben Republican, August 22, 1919.
132 Architecture & Community Heritage ("ARCH"), Fort Wayne.
Elkhart County Interim Report, 2003, 122, site survey 039-408-41007.
133 Galloway, 7.
Architecture & Community Heritage ("ARCH"), Fort Wayne.
LaGrange County Interim Report, 2009, 83, site survey 087-336-28012 (listed incorrect build date of 1870).
134 Architecture & Community Heritage ("ARCH"), Fort Wayne.
Steuben County Interim Report, 2007, site survey 151-017-28019.
135 Taylor, Richard, undated history of "Orland Station" in a Vermont [Orland] Settlement Days pamphlet dated July 1976.
Steuben Republican, December 14, 2011.
136 Architecture & Community Heritage ("ARCH"), Fort Wayne.
Steuben County Interim Report, 2008, 73, site survey 151-481-17015.

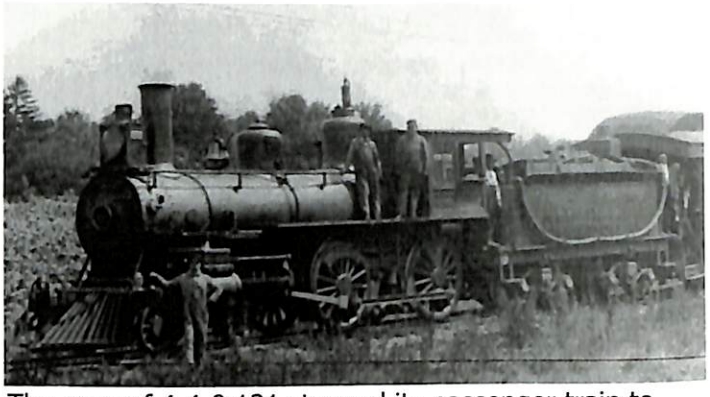
PHOTOS

All photos on this page are from the author's collection except where noted.

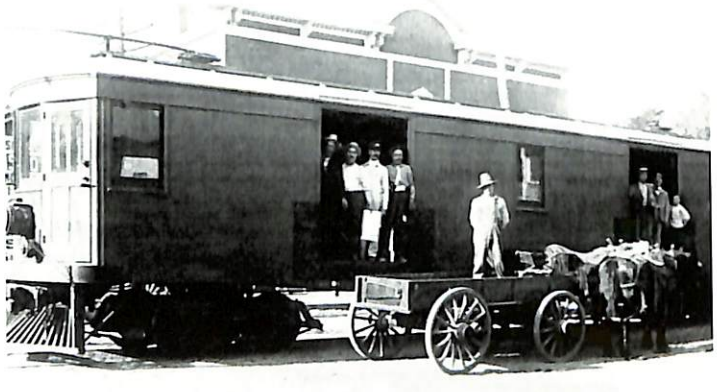
U.S. Gravel Company purchased 25 side dump cars like 3021 here and began quarrying sand and gravel at Lake Gage in 1917. Operations ended with SJV's abandonment in 1918. *Ghost Railroads of Indiana*.



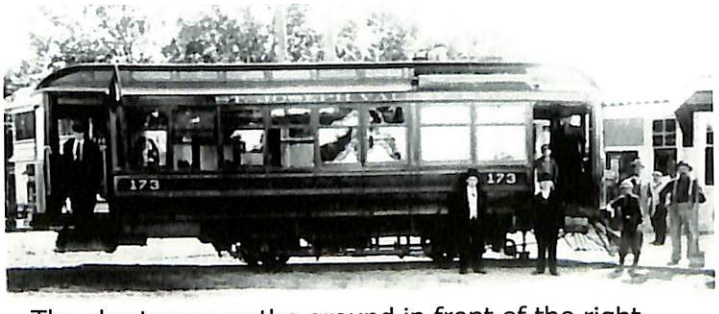
SJV had eight used steam locomotives over the years. This is an early photo of 4-4-0 107. In c.1907, all were renumbered into the 120 series.



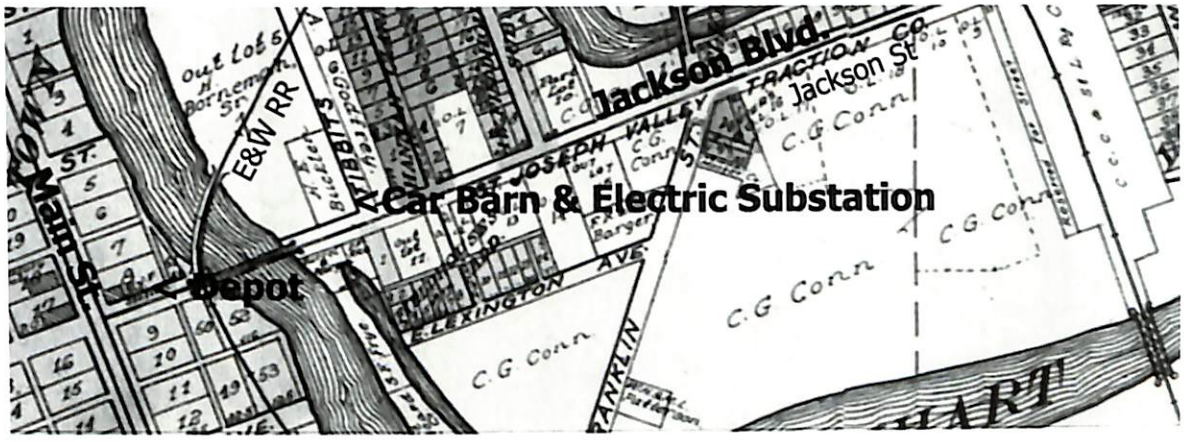
The crew of 4-4-0 121 stopped its passenger train to pose for the photographer.



Electric coaches and freight motors carried people and parcel freight between Elkhart and Bristol. Ed Peters collection.



The short man on the ground in front of the right door of motor coach 173 is Herbert E. Bucklen, SJV's principal financier and president.



SJV's street track in Elkhart began at a connection to the electric tracks of the Chicago, South Bend & Northern Indiana Railway at the intersection of Jackson Boulevard and Main Street. SJV's electric track ran 1½ miles east in Jackson Boulevard and east along State Road 120 to Bristol.

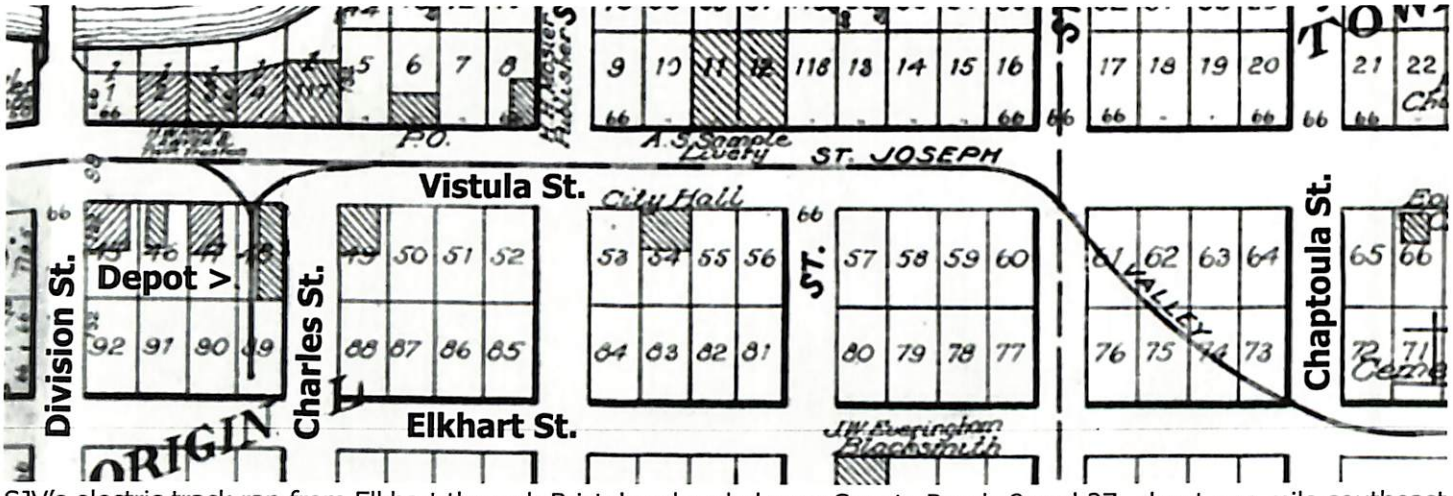
Looking east on Jackson Boulevard across Main Street. The street car is eastbound to Bristol.

The building at left housed SJV's ticket office and passenger waiting room. SJV President Bucklen owned that building and Hotel Bucklen at right.

Sidney Pepe collection.

SJV's parcel freight in Elkhart was exchanged at the Chicago, South Bend & Northern Indiana Railway's depot in the southwest corner of Marion and 2nd Streets.

Sidney Pepe collection

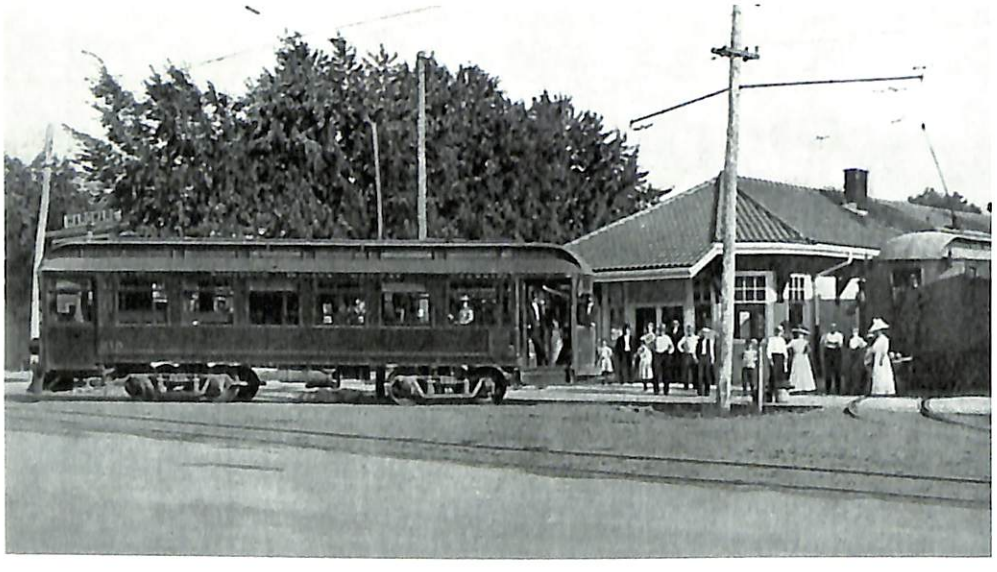


SJV's electric track ran from Elkhart through Bristol and ended near County Roads 8 and 27, about one mile southeast of Bristol's depot. None of the 59 miles of track east of that point was electric powered. The Y-track on the west side of the depot was used for freight transfers and to turn cars around for return trips to Elkhart.

Looking east on SJV's mainline in Vistula Street with the Y-track to the depot in the southwest corner of Vistula and Charles Streets.

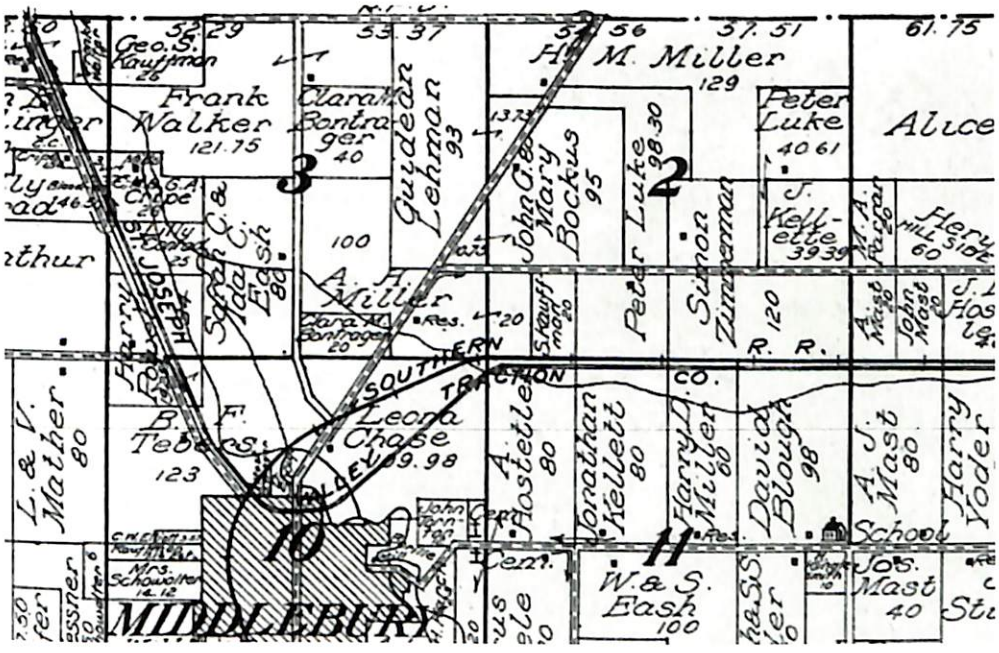
The white poles held the overhead electric wires that provided power for the street cars.

Author's collection.



Coach 215 is waiting for freight motor 503 to clear the Y-track so 215 can turn around. Bristol's depot is between the two cars in this 1915 view.

Author's collection.



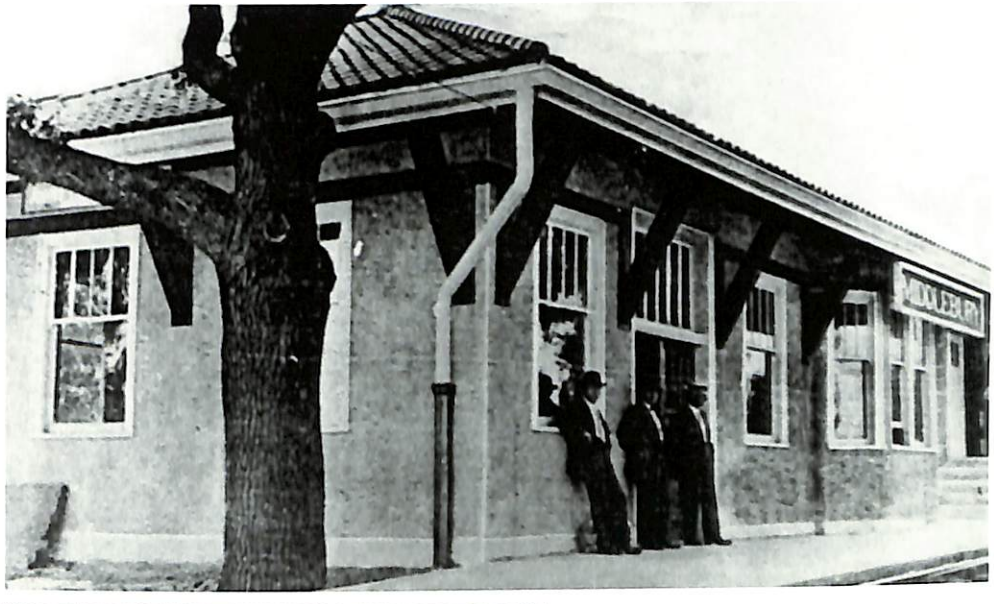
SJV's track followed County Road 8 from Bristol to Middlebury. It crossed the Lake Shore & Michigan Southern Railway (the "Pumpkin Vine") at Bristol Avenue and Pleasant Street, then turned east to the depot between Brown and Main Streets.

East of the depot it crossed the Little Elkhart River and ran east along the south side of LS&MS to Shipshewana.

Middlebury's 25 x 80 foot depot had brick and stucco walls and a tile roof. This is the north side adjoining the track.

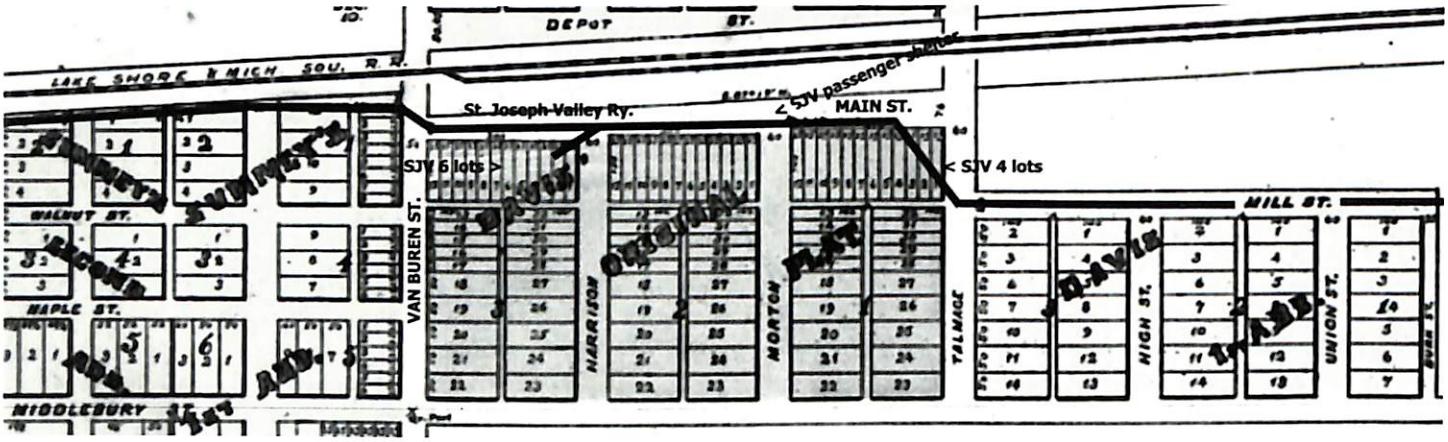
The track from Shipshewana to Middlebury was opened in September 1905, but the depot was not completed until 1910. Passenger accommodations prior to 1910 were not found.

Author's collection.



Looking northeast at pilings for the wooden trestle across the Little Elkhart River in 1955. This and other wooden trestles were temporary structures to be replaced later, but finances and rail traffic were never sufficient to justify the improvements.

Photo by Richard Simons.



SJV's track entered Shipshewana from the west on the south side of the Lake Shore & Michigan Southern Railway, then ran east in Main and Mill Streets to a point 215 feet east of Union Street and turned southeast to Middlebury Street/County Road 250 North. SJV owned six lots west of Harrison Street and four lots west of Talmadge Street.

A crowd greets the passenger-packed first train from LaGrange to Shipshewana on March 31, 1905. Gasoline-powered coach 101 (rear) pushed unpowered "trailer" 102 to the town for a celebration.

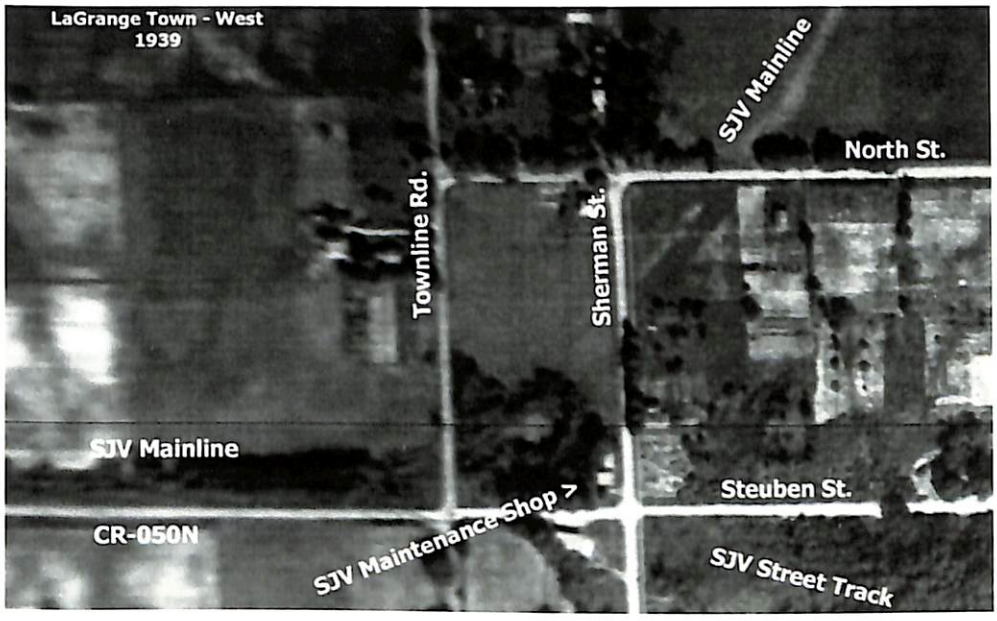
Farver Lumber Company at right was at the east end of Main Street.

Vernon Miller collection.

Westbound SJV motor coach 204 has stopped at Main and Morton Streets in Shipshewana.

SJV's passenger shelter is on the other side of 204. The ticket office was in Shipshewana Bank until 1916, when it moved to Hotel Davis.

Author's collection.

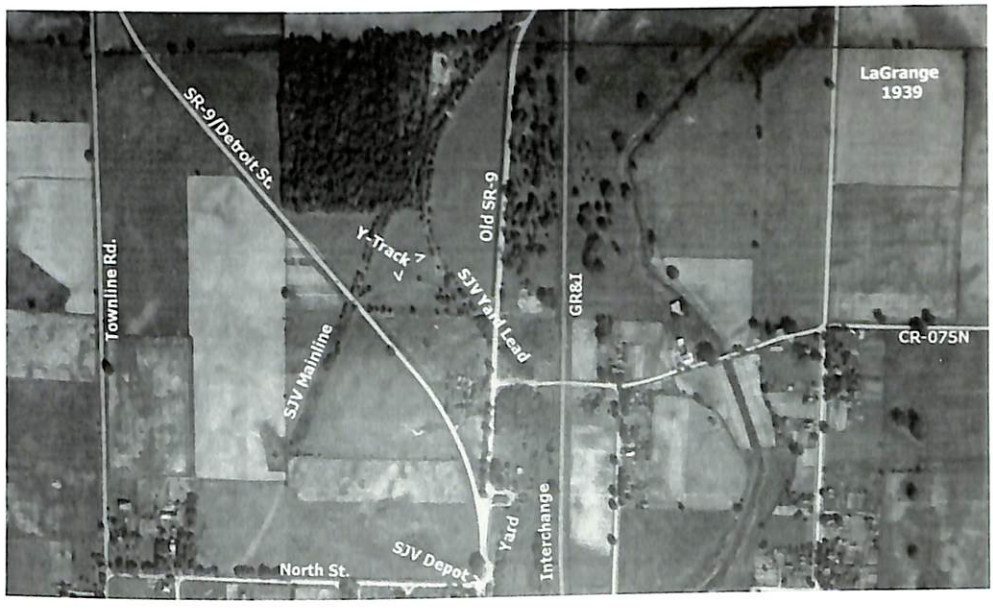


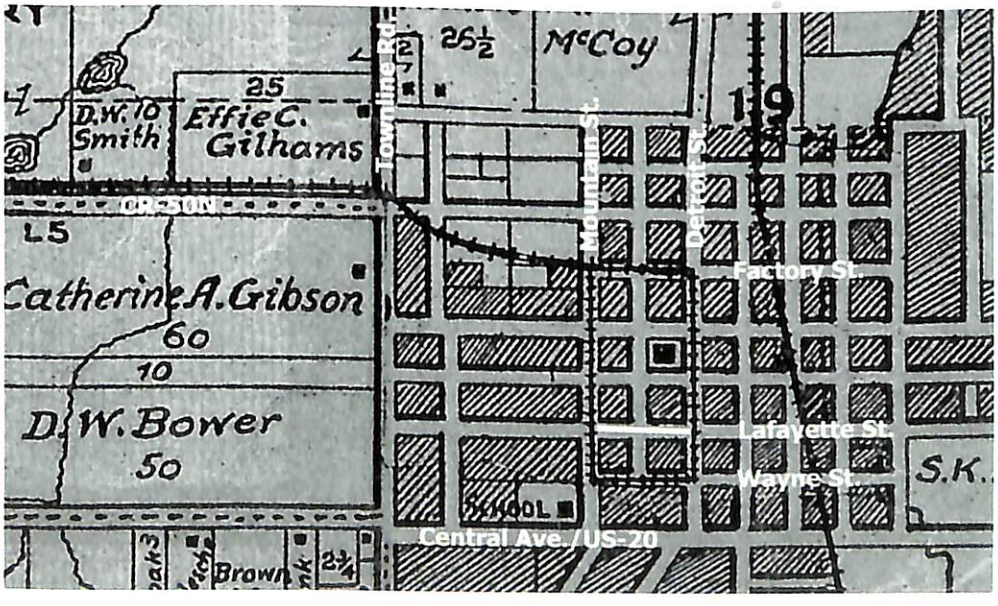
SJV's mainline entered LaGrange from the west along County Road 050N and turned northeast at Townline Road. The street track turned southeast cross country to Mountain Street.

SJV's primary maintenance facility was in the northwest corner of Steuben and Sherman Streets. Minor maintenance shops were at Elkhart and Angola.

SJV's mainline ran southwest-to-northeast across the north side of LaGrange. The yard tracks and an interchange track with the Grand Rapids & Indiana Railroad were on the east side of Old State Road 9 near North Street. A Y-track between the mainline and lead track to the yard allowed trains to turn around for return trips in either direction.

The depot and company offices were east of the intersection of North and Detroit Streets.





The street car track in LaGrange began at Townline Road and ran southeast to Mountain Street. The original plan was for a loop in Mountain, Wayne, Detroit and Factory Streets, but as actually built, Lafayette was substituted for Wayne Street. The cars were gasoline-powered and operated on the loop and mainline.

The street track was opened in 1905 but was rarely used and was closed in 1907.

A group of kids occupies the porch of SJV's first depot and office in LaGrange in summer-1907. It was in a rented former house on the east side of Detroit Street north of Michigan Street and served from 1905 to 1908.

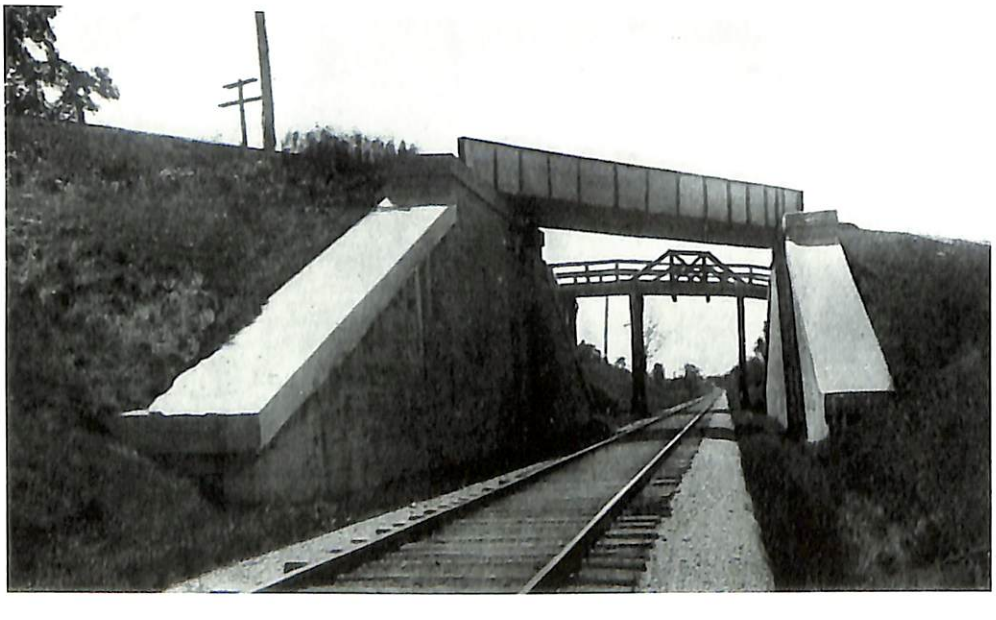
Ruick's Opera House is at right and a hotel is to the left of the depot. The street track is barely visible to the left of the buggy.

John Martin Smith collection.

The second depot/office building at Lagrange was on the east side of the intersection of North and Detroit Streets. It was opened in 1908 and damaged by fire and rebuilt in 1916.

This view is looking northeast across the track in Detroit Street that ran downtown from the mainline. SJV boxcar 2020, one of 17 that the company owned, is at left.

Grant Van Horne collection.



Looking south at SJV and Old State Road 9 bridges across the Grand Rapids & Indiana Railroad north of LaGrange in 1917. SJV built its bridge when it opened the track to Mongo in 1906.

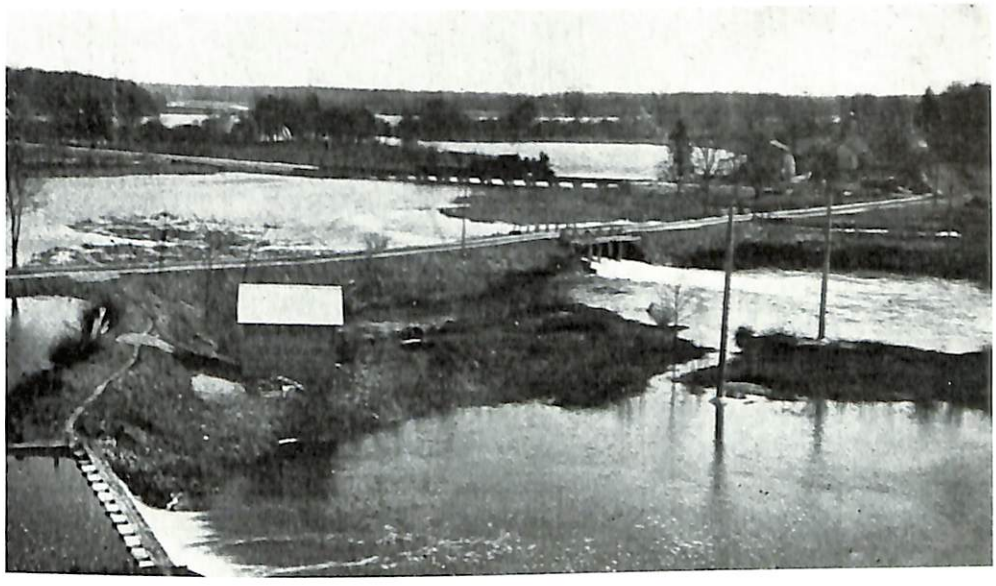
GR&I's yard and depot were ½-mile south of the bridges.

Bill Kruse collection.

SJV's track came up from the southwest along the north side of today's County Road 280N south of Mongo, then crossed Mongo Millpond and ran northeast to Orland.

The depot and businesses served by rail were west of State Road 3.

Google Earth.



Looking southeast across State Road 3 at a steam train on SJV's wooden trestle across Mongo Millpond.

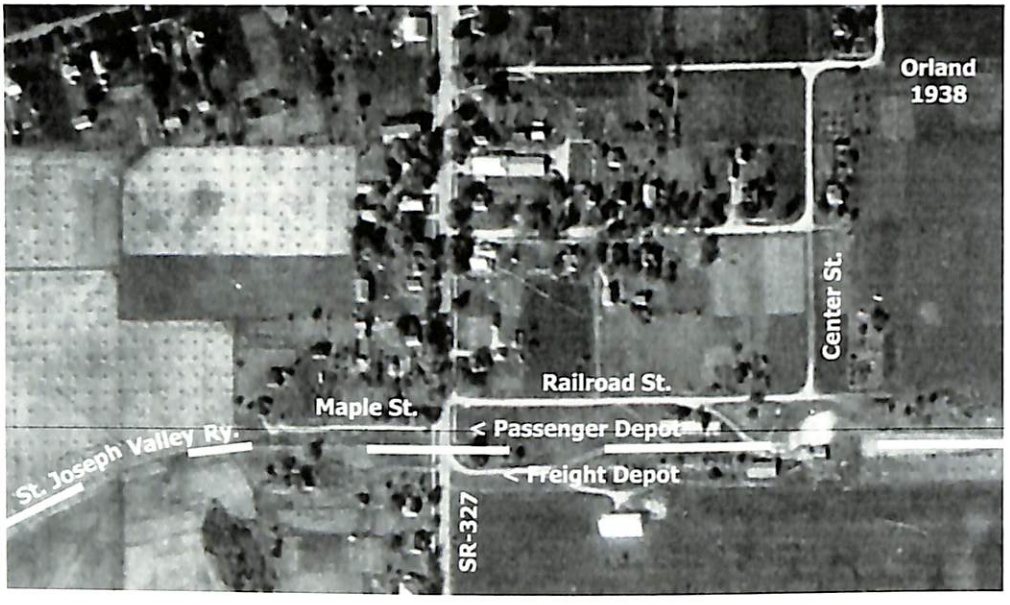
The trestle was built in 1907 when the track was extended to Orland. The pilings were still in the water for decades after the track was removed.

Bill Kruse collection.

Looking west from State Road 3 at drivers waiting to take people and/or freight from SJV motorcar 204 into the town in 1915.

Mongo Roller Mills' grain elevator and a water tank for steam locomotive boiler water are in the background. A stockyard was on the other side of the mill.

Sidney Pepe collection.



SJV's mainline was south of Orland when the track was built in 1907. It entered town from the southwest and ran east 100 feet south of Railroad Street.

Looking east from Bronson Street/ State Road 327 at the passenger (left) and freight depots in Orland in c.1915. It was the only town on SJV with separate depots.

The passenger depot was built in 1907 and the freight depot between fall-1911 and fall-1912.

Joyce Public Library, Orland.

A westbound SJV passenger train pulled by steam locomotive 122 is passing a group of SJV boxcars on the side tracks at Orland.

O. L. Waterman's grain mill was one of seven companies served by SJV.

Joyce Public Library, Orland.

SJV's mainline passed north of Lime Lake and Lake Gage, and ran in 600 feet of today's Lake Gage Lanes 250B and C.

The lakes were primarily summer resorts in the early-1900s, and did not warrant depots and agents. SJV built a small passenger shelter on Lot 33 in Lake Gage's Village of Panama, in the south corner of Lanes 250A and C.

Westbound SJV motorcar 173 is stopped at Lake Gage's shelter in 1912. The lake is downhill to the right. The photographer was standing in today's Lane 250A and the track was in 250B and C.

The motorman is sitting in his seat in the front window and the conductor is on the ground at the rear of the car.

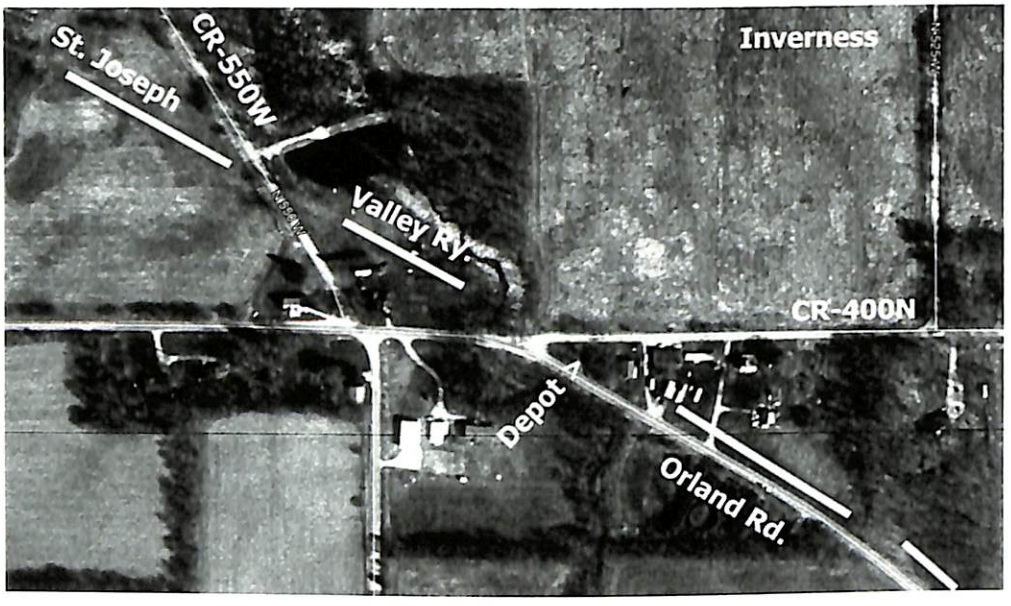
Author's collection.

Looking southwest on Lake Gage Lane 250A from SJV's passenger shelter.

The pavilion at the lake was for people taking the boat to and from the Shady Nook Hotel on the northwest side of the lake.

The building at left was the Geller family's house, which also housed a greenhouse, bakery and grocery store.

Joe Weaver collection.



Inverness, .60-mile east of Lake Gage, was one of two villages that SJV founder Herbert E. Bucklen, proposed establishing on the line. He intended to build a depot, grain elevator/flour mill and coal yard, but only the depot and coal yard were built.

SJV's mainline entered from the northwest and ran southeast along the north side of Orland Rd.

Westbound SJV steam locomotive 122 is approaching Inverness depot with its train in 1908, the year the 15 x 25 foot building was constructed.

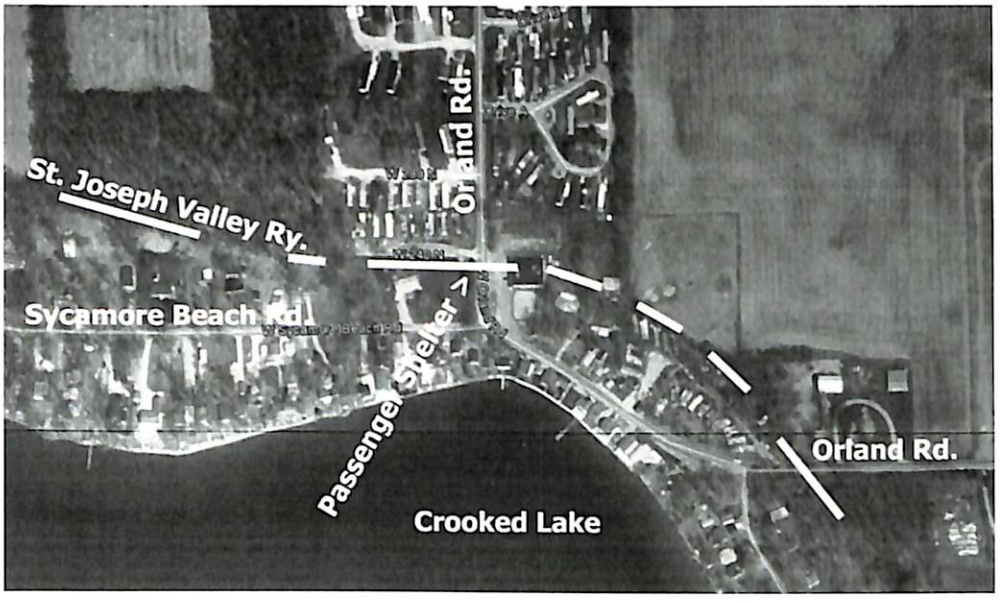
The photographer was looking southeast from County Road 400N. Orland Road was built sometime later at right parallel to the track.

Author's collection.

Additions to both ends of the depot doubled its length before this photo of westbound motorcar 173 was taken in October 1912.

The freight car in the distance behind car 173 was at the coal yard, which SJV president Herbert Bucklen built and sold to the Terry family.

Charles Willer collection.



Like Lake Gage, Crooked Lake was primarily a summer resort that did not warrant a depot and agent. It had a substantial 8 x 12 foot passenger shelter on the north leg of Orland Road, south of the track.

The track entered from the northwest, passed the north side of a hotel and turned southeast.

Looking north at an eastbound motor coach stopped at the passenger shelter at the left edge of the photo. The north side of the shelter was completely open since it was used primarily in summer.

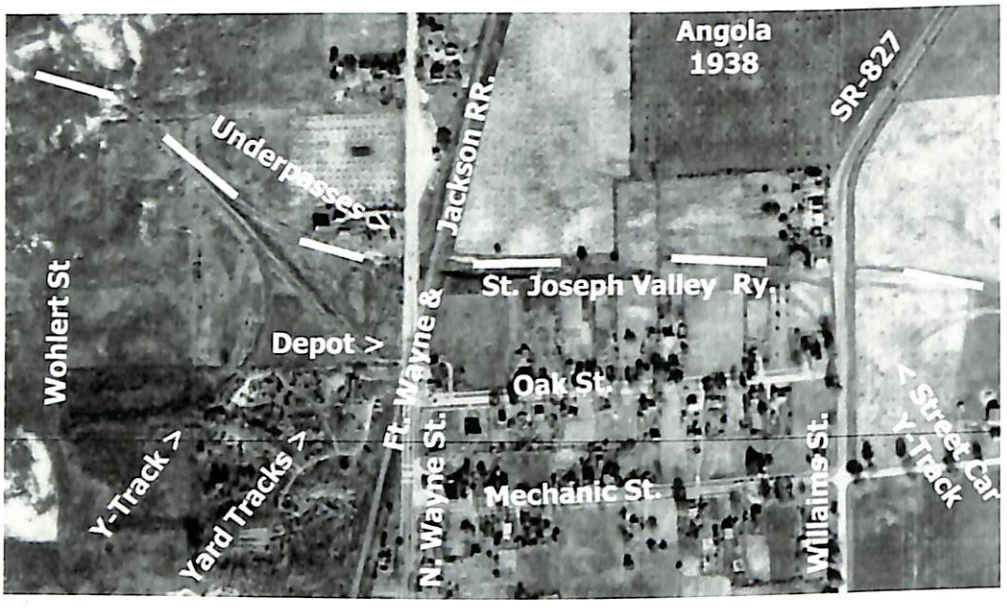
The Beach Hotel was a popular destination.

Chris Burchett collection.

An eastbound steam freight train is crossing Orland Road behind the passenger shelter and Sheets' Beach Hotel.

In 2022, the steam locomotive would be running through a restaurant at that location.

Author's collection.



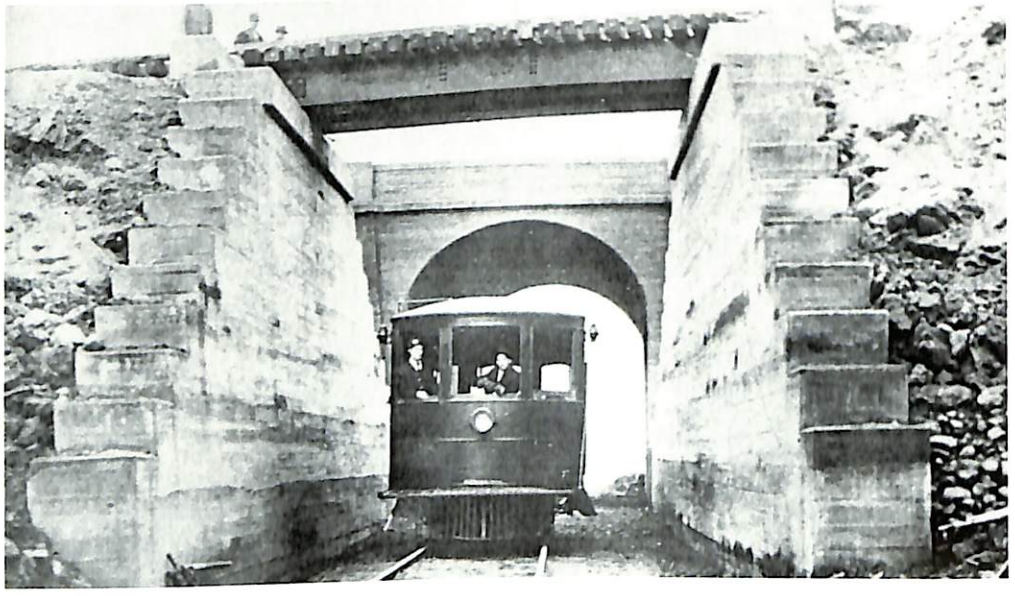
This busy aerial photo shows SJV's mainline running across the north side of Angola, with its railyard, Y-track and depot west of North Wayne Street, and its street car Y-track running south to the intersection of Mechanic and Williams Streets.

The mainline crossed under Wayne Street and the Ft. Wayne & Jackson Railroad.

When SJV completed its mainline to Angola Junction in 1907 it crossed the Ft. Wayne & Jackson Railroad at grade pursuant to an agreement under which SJV would build an underpass later.

The underpass of FW&J required that SJV cross under Wayne Street as well. This photograph of eastbound motor coach 152 "Angola" was taken when they were opened in May 1909.

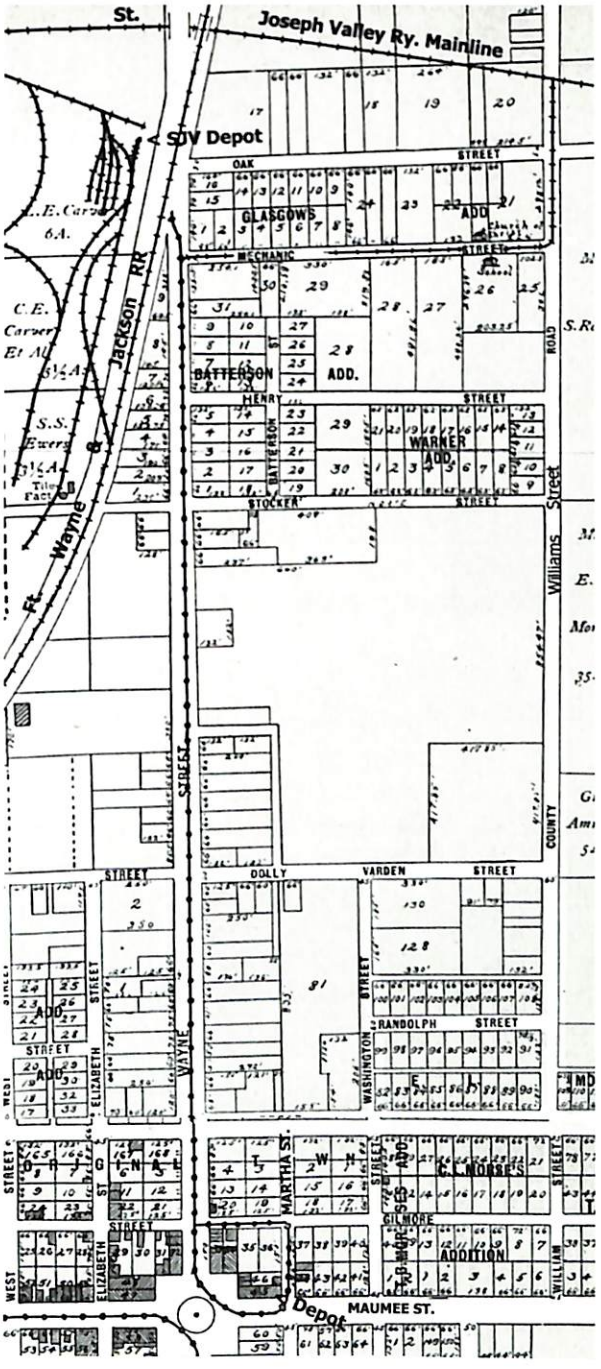
Richard Simons collection.



Looking north at the Wayne Street bridge in December 1955.

The underside was filled with trash during its many years of use. When the street was widened, the parapet walls were removed and it was paved over. It is still under the southbound and center lanes of the street.

Photo by Sidney Pepe.



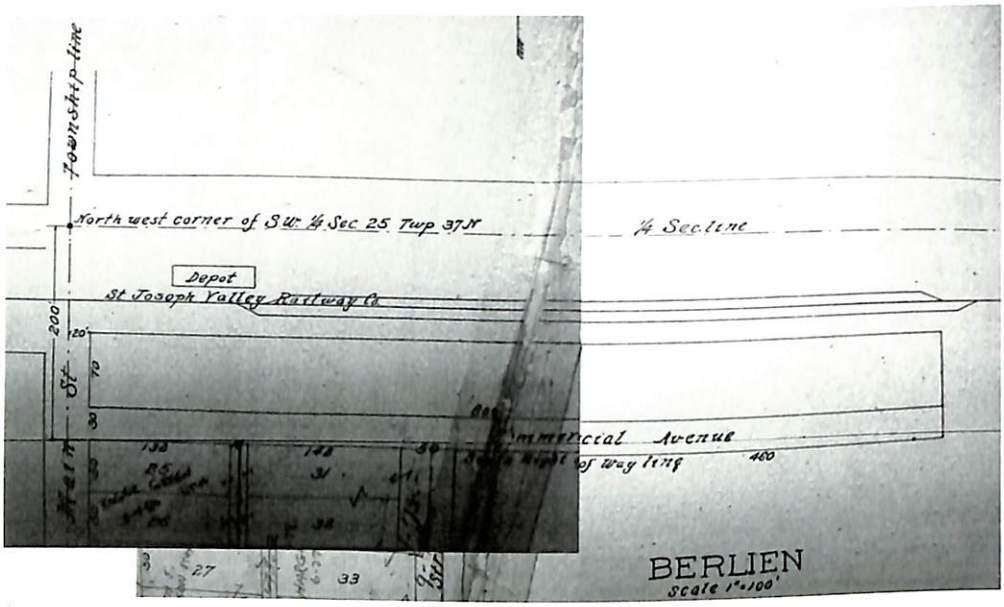
SJV's gasoline-powered cars operated on the mainline and on 1½ miles of street track in Angola with a loop at the south end. The North Wayne Street depot served mainline trains and street cars. Street cars ran on the mainline from Williams Street to the depot.

SJV's downtown depot was in the corner of this building at 115 East Maumee Street. Photo by the Author.

A car barn was in the Martha Street side of the depot, seen here in 1956. Photo by Sidney Pepe.

New SJV motor coach 150 on the day of delivery to Angola. It could seat 25 passengers, was powered by a 6-cylinder gasoline engine and weighed 5 tons.

Terry Wisel Heintz collection.



Berlien is at the intersection of County Roads 50S and 600E, 6½ miles east of Angola. It was one of two villages that SJV President Herbert Bucklen proposed to establish. He recorded the plat of a 12-lot village but never incorporated the town.

The rail yard with a depot, stock yard, grain elevator, mainline and two side tracks was north of the village plat.

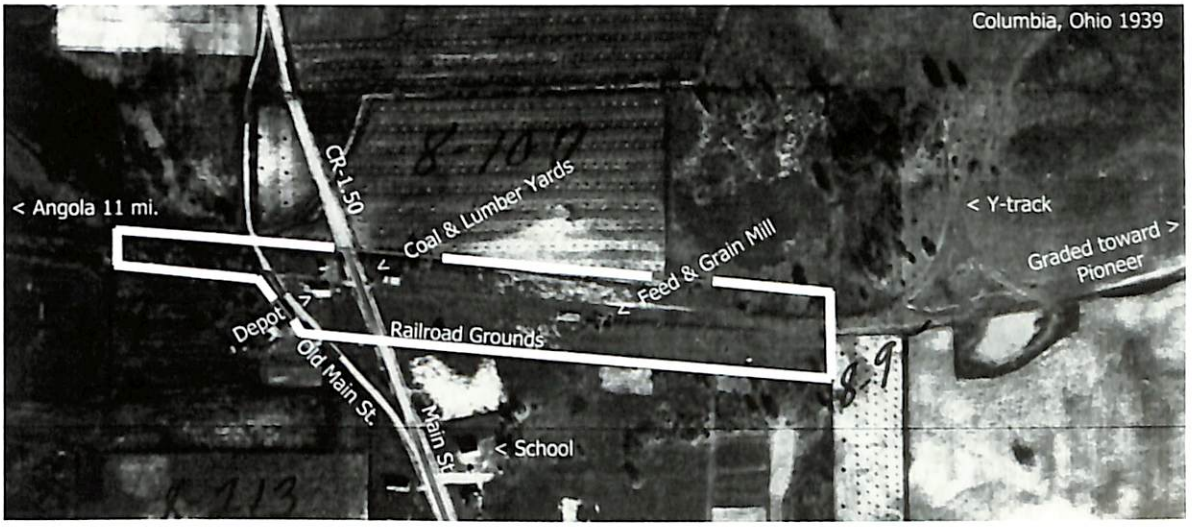
Looking north at the depot. The left end was the agent's office and passenger waiting room, and the right end was for parcel freight.

It was built in 1912, but there were no residents in the village, so passenger service did not begin until late-1913.

Photo by Don Baringer, *Ghost Railroads of Indiana*.

A westbound steam freight train has stopped at Berlien depot on a cold winter day.

Jack Hancock collection.

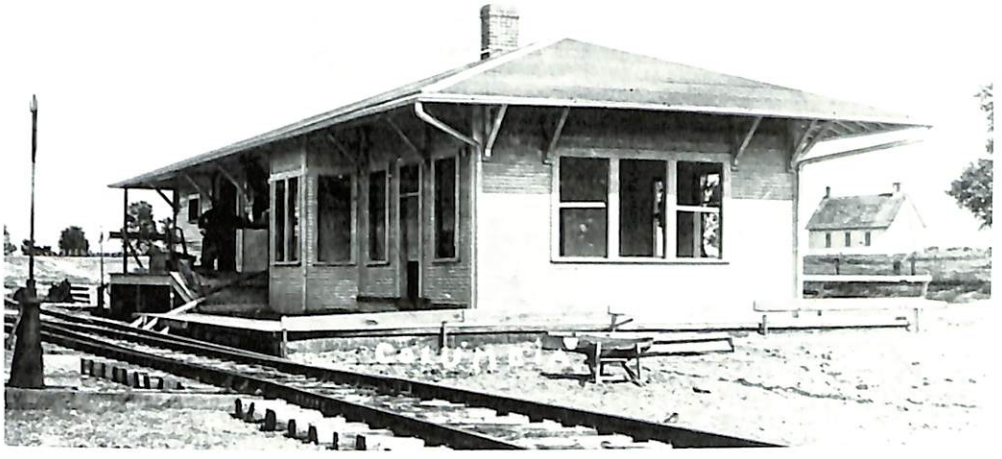


Columbia, Ohio, was SJV's eastern terminus, one mile east of the state line and 69 track miles from Elkhart. Additional roadbed was graded one mile east in late-1915, but no track was laid on it.

We are looking southeast during construction of Columbia's depot in 1915. The village school is at right. The depot was 100 feet west of County Road 1.50 and 500 feet northwest of College Street.

There were at least two side tracks to serve a grain mill and coal and lumber yards.

Williams County Public Library collection.



This is a 1955 view of the grain elevator's foundation, 650 feet east of County Road 1.50. It was on SJV's real estate but it is unknown who built and operated it. SJV built coal and lumber yards near the depot and sold them to others.

The track to Columbia was the last track constructed. Service began in May 1915 and ended in April 1918.

Photo by Sidney Pepe.

SJV's depot at Middlebury in Elkhart County is now part of Sorg Chevrolet's dealership at 209 North Main Street, south of Pleasant Street between Brown and Main Streets. The broad soffits and bay window mark its location in the complex. Several features inside also hint at its previous life.

Photo by the author.

This concrete property line marker at 206 West Spring Street in Middlebury has "StJVTCo Land Line" on one face and "LS&MS Land Line" (Lake Shore & Michigan Southern Railway) on the opposite face. It was relocated there, probably from north of Bristol Avenue and Pleasant Streets, where the railroads crossed.

Photo by the author.

SJV's depot at Mongo was relocated to 2345 East County Road 410N in Ontario, Indiana, 5½ miles northwest of its original location. It is the single-story right (east) end of the house.

Photo by Chris Burchett.

SJV's first depot in LaGrange was the left part of the big building at center, now 204 North Detroit Street. The depot was a wood-framed former house, but it and the adjoining building are now covered by metal siding.

Photo by the author.

SJV's second depot in LaGrange is now a residence at 512 North Detroit Street. The second story and the left (north) section were not on the original building, which was damaged by fire in 1916 and rebuilt. No photos of the post-fire building were found.

Photo by the author.

SJV's passenger depot in Orland was relocated ⅓-mile north to 6045 South Bronson Street, date unknown. It was purchased by the town in December 2011.

Photo by the author.

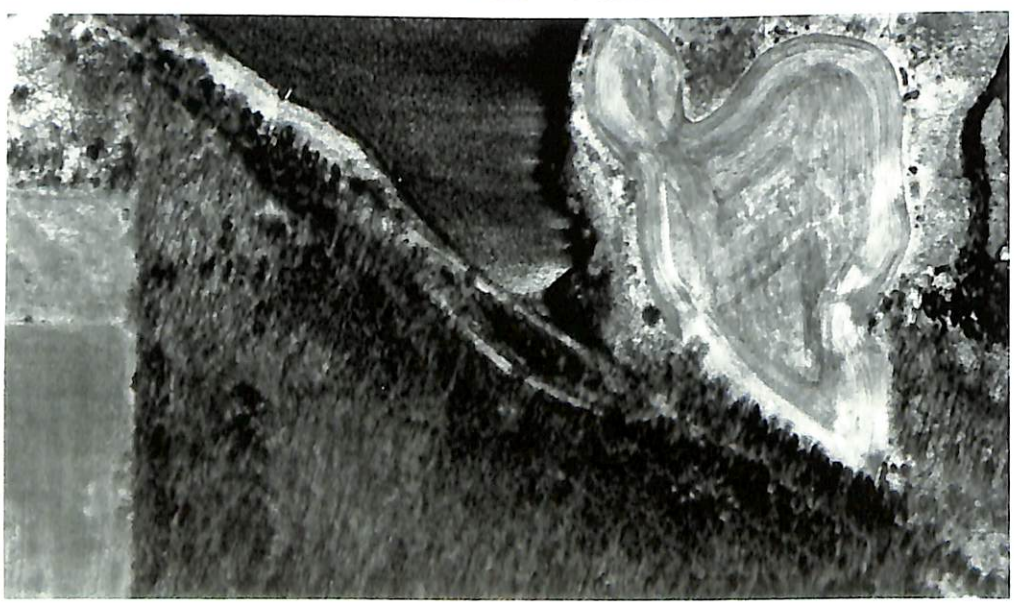
The abutments that carried SJV's track over the Grand Rapids & Indiana Railroad are still standing along Old State Road 9 northeast of LaGrange.

The highway bridge was removed after GR&I was abandoned in 1979.

Photo by the author.

This iron deck bridge at Inverness east of Lake Gage is one of several bridges and wood trestles still standing on the line.

Photo by the author.



Causeways like these on Rhodes Lake in Steuben County can also be found elsewhere on SJV's line.

The track was built on the curved route in 1907. One year later, SJV cut five acres of trees, wired them together and deposited them in the 35 foot deep muck to build the straight causeway.

Google Earth.

Bonneyville Mill County Park is 2½ miles east of Bristol in Elkhart County. SJV's passenger shelter on County Road 31 was moved 350 feet north to the house at 53411 County Road 131 where it serves as a storage shed.

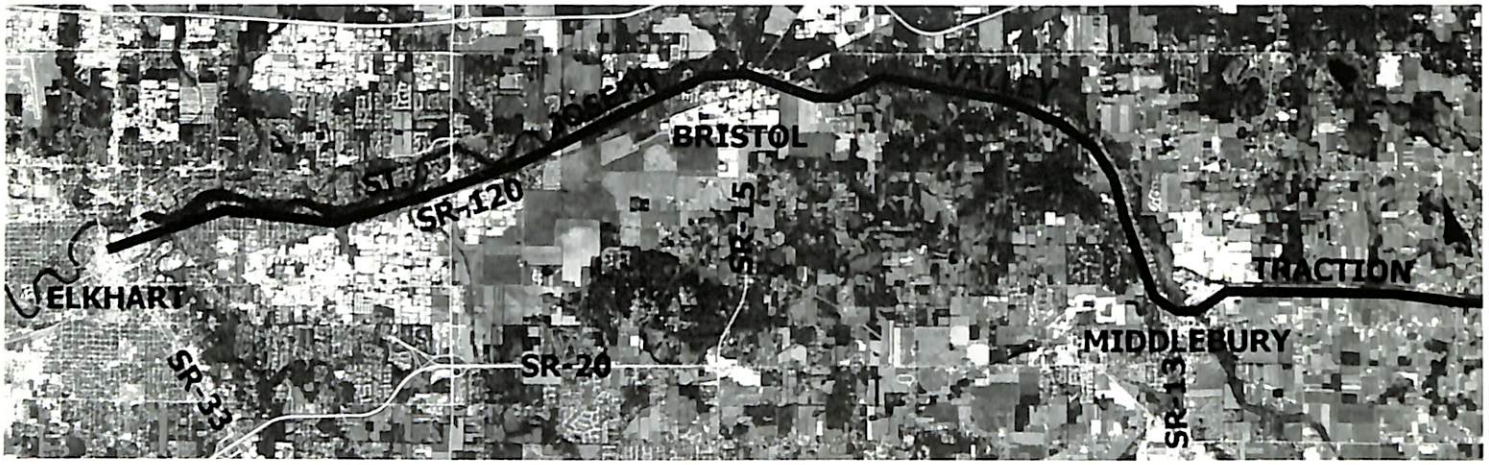
Photo by the author.

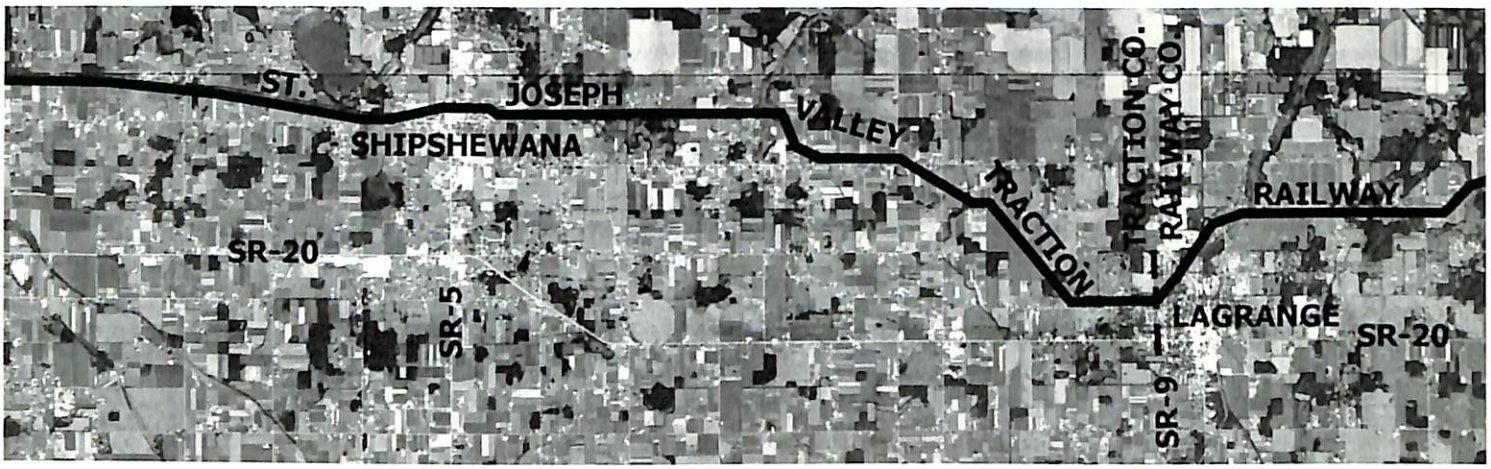
The shelter on County Road 400E at Ellis, 4¼ miles east of Angola, was moved .65-mile east to the farm at 4630 County Road 50S where it serves as a storage shed.

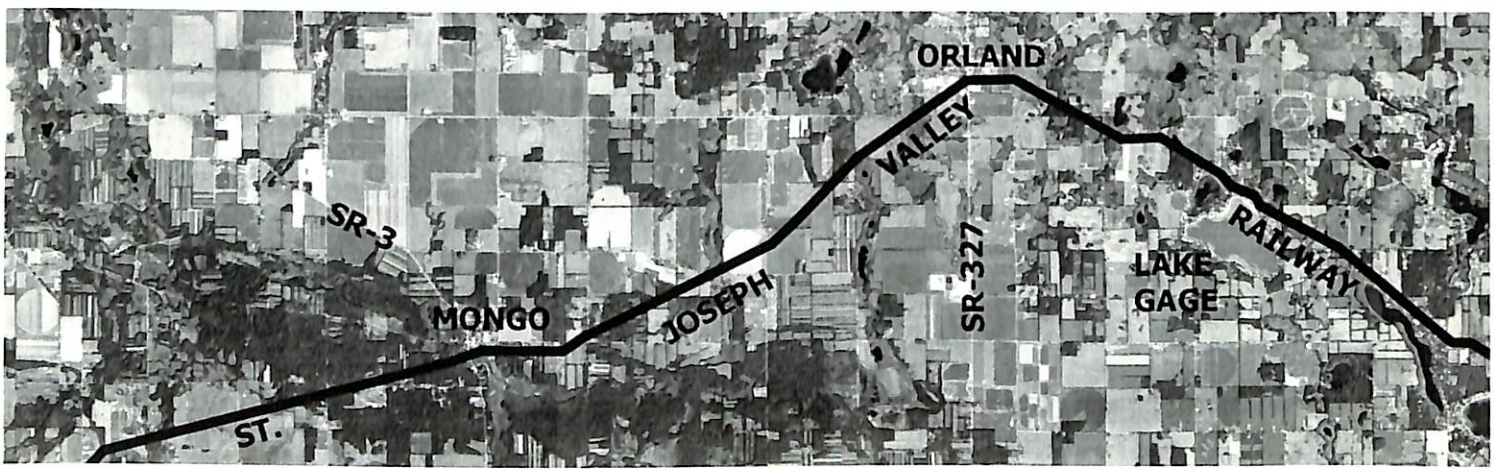
Photo by John Klinefelter.

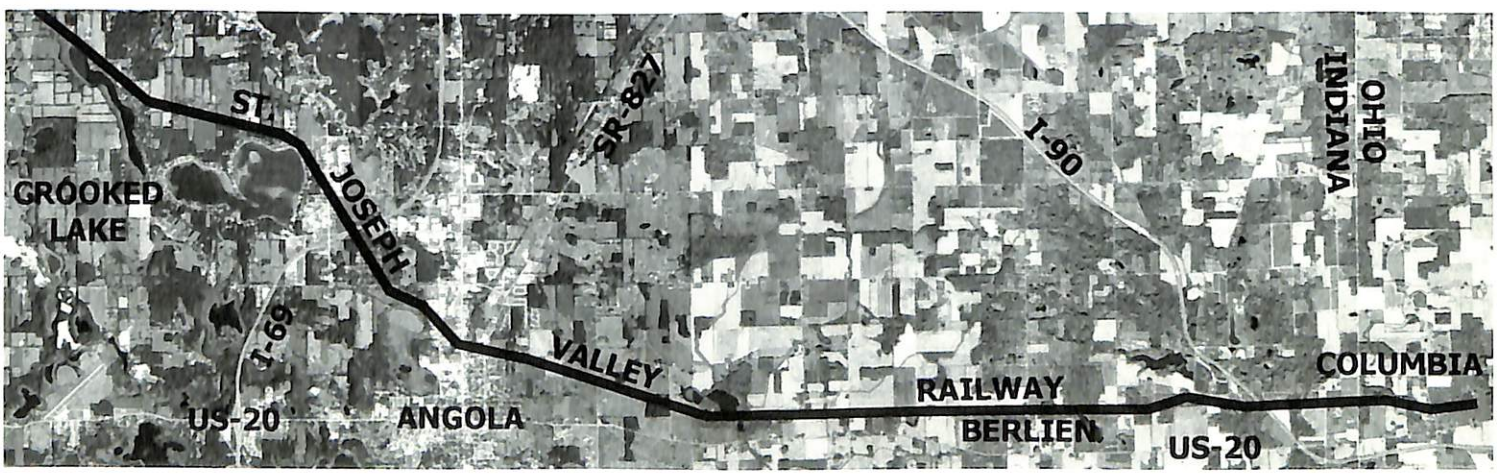
SJV's passenger shelter on Old State Road 1 at North Metz, 8¼ miles east of Angola, was moved .20-mile northeast to the farm at 8090 County Road 40S where it serves as a storage shed.

Photo by the author.


ST.
JOSEPH
VALLEY
BRISTOL
SR-120
SR-15
ELKHART
SR-23
SR-20
TRACTION
MIDDLEBURY
SR-13


ST.
JOSEPH
VALLEY
SHIPSHEWANA
TRACTION
TRACTION CO.
RAILWAY CO.
RAILWAY
SR-20
SR-5
LAGRANGE
SR-20
SR-9


ORLAND
VALLEY
SR-3
RAILWAY
SR-327
LAKE
GAGE
MONGO
JOSEPH
ST.


ST.
SR-827
I-90
INDIANA
OHIO
GROOKED
LAKE
JOSEPH
I-69
VALLEY
RAILWAY
COLUMBIA
US-20
ANGOLA
BERLIEN
US-20